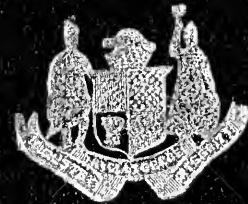


ANNUAL REPORT  
OF THE  
CITY ENGINEER

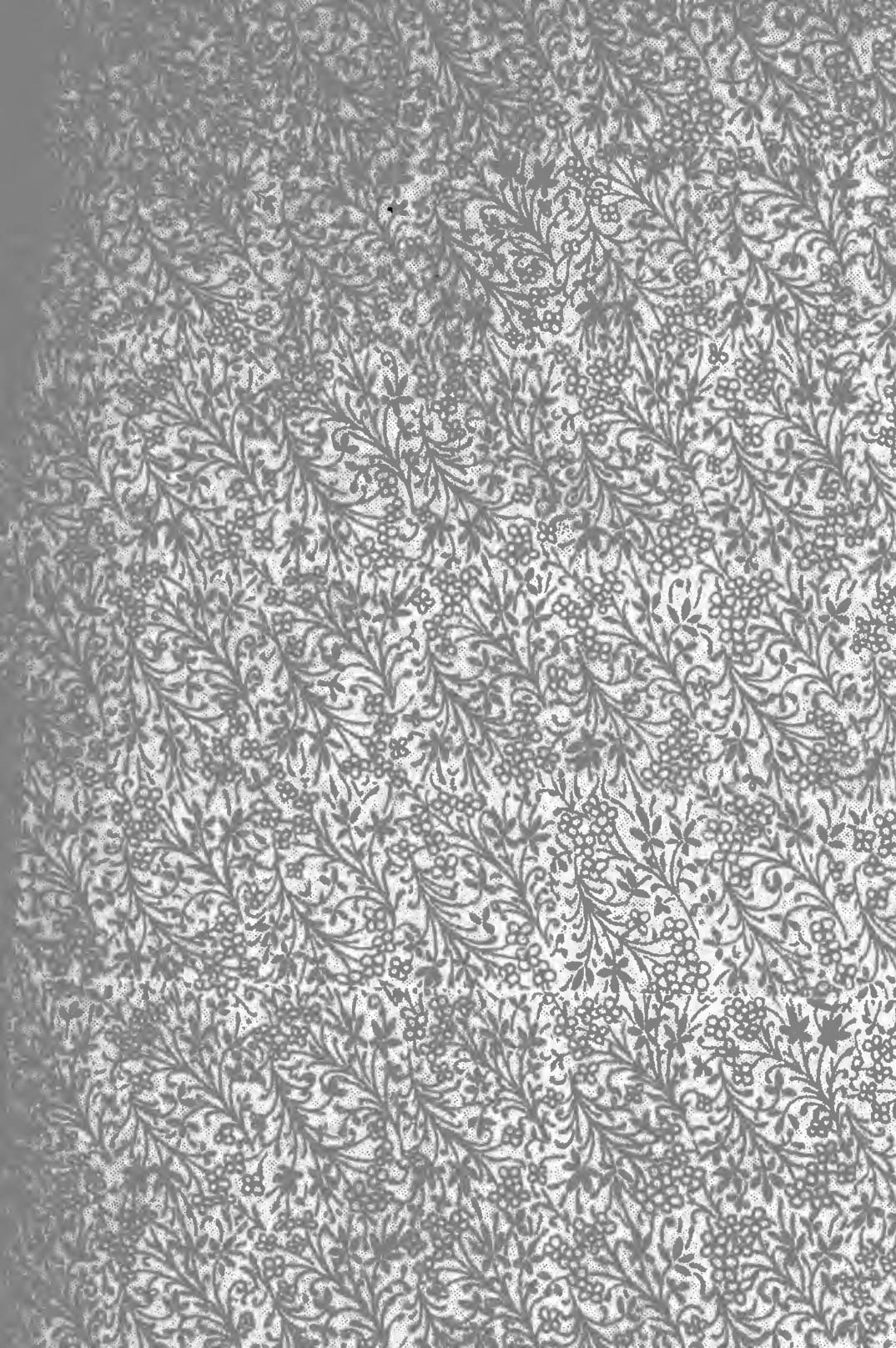


TORONTO  
1900



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Toronto Works Dept

## ANNUAL REPORT

OF THE

# CITY ENGINEER

OF

## TORONTO

FOR

1900.

32046  
1901



TORONTO:

THE CARSWELL CO., LIMITED, CITY PRINTERS, 28 ADELAIDE ST. EAST.  
1901.



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1900

# TORONTO.

**TOPOGRAPHY.**—The City of Toronto is situated upon the northern shore of Lake Ontario, about forty miles easterly of its western terminus. It lies in latitude  $43^{\circ} 39' 10''$  north, longitude  $79^{\circ} 23'$  west, on a plateau gently ascending north for a distance of three miles, where an altitude of about 220 feet above the lake level is reached. It extends about eight miles along the lake, and is generally level, with slight depressions at points where minor water courses previously existed. The harbor is formed in front of the City by a sandy island, which lies to the south, at a distance of about a mile and a half.

Toronto is the Capital of the Province of Ontario, and in it are situated the Provincial Parliament buildings and Government House, the residence of the Lieut.-Governor of the Province.

## STATISTICS.

**AREA.**—The area within the City limits, not including the portions of the City land covered by water, is 17.17 square miles.

**POPULATION.**—The population of the City, according to the census taken by the Directory Company, is 237,000.

**PUBLIC STREETS AND LANES.**—Within the City limits there are 259.03 miles of streets and  $84\frac{1}{4}$  miles of lanes, of which 181.85 miles are paved, and 77.18 miles unpaved.

## PAVEMENTS AND ROADWAYS.—

Asphalt .....	30.81	miles.
Cedar block .....	85.78	"
Brick .....	10.77	"
Macadam .....	47.81	"
Wood on concrete.....	.67	"
Stone and scoria block .....	.68	"
Gravel .....	5.34	"

## SIDEWALKS.—

Stone flag.....	1.821	miles.
Concrete.....	25.089	"
Brick.....	2.545	"
Wood .....	400	"

**SEWERAGE.**—The City is drained by what is known as the combined system of sewerage, and there are  $232\frac{1}{2}$  miles of sewers.

**WATER WORKS.**—The Water Works system is owned and operated by the City, the supply being obtained from Lake Ontario by direct pumping through a 6-ft. steel conduit laid under Toronto Bay to the Main Pumping Station on the water-front, the surplus water being pumped through the City mains to the Reservoir situated north of the north City limits. Cost of system to date, about \$4,000,000.

**STATIONS AND ENGINES.**—

*Main Pumping Station:*

No. 1 Engine,	4,000,000 gallons capacity,	24 hours.
" 2 "	8,000,000	"
" 3 "	10,000,000	"
" 4 "	10,000,000	"
" 5 "	10,000,000	"

*High Level Pumping Station*—Two engines with a total capacity of 6,000,000 gals. in 24 hours.

*Island Pumping Station*.—One engine with 500,000 gallons capacity in 24 hours.

258.564 miles of water mains.

43,242 water services.

3,066 street hydrants.

2,479 valves.

1,700 meters in use.

**Water Rates**—Average schedule,  $2\frac{1}{2}$ c. per 1,000 gallons, and by meter, 10c. per 1,000 gallons.

38,000 water takers.

Pressure—Domestic, 90 lbs; fire, 100 lbs.

Average quantity pumped in 24 hours, 22,093,150 gallons.

Water pumped daily, 22,094,204 gallons.

Water supplied annually, about 8,064,000,000 gallons.

Fuel used—Soft coal screenings and hard coal,

Cost of fuel during 1900, \$38,668.54.

Revenue collected in 1900 by schedule rate . . . . .	\$156,791 06
"        "        meter rate. . . . .	115,469 34
Charges made against different branches of civic service	
for water used . . . . .	54,841 00
Total. . . . .	<u>\$327,101 40</u>
Operating expenses, including cost of collecting rates . . .	\$400,651 87
House services and pipe laying. . . . .	20,378 48
Total. . . . .	<u>\$421,030 35</u>

## FIRE PROTECTION.—

185 officers and men in brigade.  
 63 horses.  
 59 pieces of apparatus for various purposes.  
 3,066 fire hydrants.  
 16 Fire Stations.  
 5 steam fire engines.

## POLICE PROTECTION.—

291 officers and men.  
 1 Headquarters and 7 Stations.

MILITARY.—There are 2 regular corps stationed in the City (1 mounted and 1 infantry) at Stanley Barracks near the site of old Fort Rouille, and 5 militia corps (2 mounted and 3 infantry), four of which have first-class bands and the use of a well equipped and commodious Armouries.

LIGHTING.—There are four lighting companies doing business in the City. The Consumers' Gas Company have 251 miles of mains and 26,982 consumers. Carbon Light and Power Company have 901 street lights. Toronto Electric Light Company have 1,204 street electric arc lights and 500 private business arc lights, and also 960 miles of overhead and underground wire, and 50 miles of underground conduit. Toronto Incandescent Electric Light Company have about 100,000 private business incandescent electric lights.

TELEPHONE AND TELEGRAPH SERVICES.—The Bell Telephone Company is the only company doing business in the City; they have 7,145 telephones in use, 10,894 miles of overhead, 9,438 miles of underground wires, 48,756 feet of underground conduits, and 592,436 feet of ducts.

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There are two telegraph companies doing business in the City, the Great North-Western Telegraph Company with 70 sets of instruments, and 245 miles of overhead wires; and the Canadian Pacific Railway Telegraph Company.

PUBLIC PARKS.—The public parks of the City are under the control of the City Council. There are 21 public parks, having a total area of about 1,152 acres.

EDUCATION.—The educational system is under the direction and control of the Public School Board, the Collegiate Institute Board and the Separate School Board. There are 57 public schools, having a total of 566 rooms, with a staff of 678 principals and teachers. Three Collegiate Institutes, with a staff of 31 principals and teachers. Eighteen Separate Schools with a staff of 99 principals and teachers.

- 3 Industrial Schools (Protestant).
- 2 Industrial Schools (R. C.).
- 30 Colleges, Seminaries, and Pay Schools.
- 1 Technical School.
- 4 Universities.
- 3 Cathedrals of all denominations.
- 209 Churches of all denominations.
- 48 Missions.
- 5 Mission Training Schools.
- 9 Convents.

PUBLIC LIBRARY.—There is one central reference and circulation Public Library, and 6 circulation libraries, all under the control of the Public Library Board, with W. T. J. Lee, Chairman of the Board, and James Bain, Chief Librarian. There are 117,127 volumes in circulation.

#### PUBLIC INSTITUTIONS.—

- 62 Hospitals, Asylums and Public Homes.
- 3 Institutions for destitute and criminal classes.

LAW.—Toronto is the centre of the law system of the Province of Ontario, having 27 Law Courts within its limits.

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**AMUSEMENTS.—**

- 5 Theatres.**
- 22 Music and Concert Halls.**
- 238 Public Buildings, Halls, etc.**

**PUBLIC ACCOMMODATION.—**

- 181 Hotels.**
- 260 Boarding houses.**

**RAILWAYS.**—There are 2 railway companies whose systems enter Toronto, viz., the Grand Trunk Railway, with about 85 miles of tracks laid in the City limits.

The Canadian Pacific Railway Co., with about 31 miles of tracks laid in the City limits.

- 92 passenger trains entering and leaving City daily.**
- 176 freight trains entering and leaving City daily.**

The Toronto Railway Company has the exclusive franchise for operating a street railway system within the City limits. They have 85.025 miles of tracks, over 200 cars in operation, and carried 36,061,867 passengers during 1900.

**BUSINESS.—**

- 6 Daily newspapers; 49 weekly ; 20 semi-monthly; 76 monthly and 8 quarterly newspapers and periodicals.**
- 5 Public markets.**
- 29 Banks, not including branches.**
- 623 Factories and manufactories.**
- 360 Wholesale houses.**
- 2 Departmental stores.**
- 6,227 Miscellaneous businesses, companies, corporations and stores**

**SANITATION.—**

*Street Cleaning, Watering and Scavenging.*—A modern and complete system of street cleaning, watering and scavenging is owned and operated by the City.

The supervision of the sanitary requirements of the City is under the control of a Local Board of Health.

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PAST CITY ENGINEERS OF TORONTO.—

- 1840-1842, Thomas Young.  
1845-1852, John G. Howard.  
1853, William Thomas.  
1854, John G. Howard.  
1855, William Kingsford.  
1856, Thomas H. Harrison.  
1857-1858, Thomas Booth.  
1859-1860, Alfred Brunel.  
1861-1870, J. H. Bennett.  
1871-Oct. 1875, Chas. W. Johnston.  
Oct., 1875-July, 1880, Frank Shanly.  
Sept., 1880-July, 1883, R. J. Brough.  
Oct., 1883-1889, Charles Sproatt.  
1890-Sept., 1891, W. T. Jennings.  
Sept., 1891-May, 1892, Grenville C. Cunningham.  
May, 1892-Jan., 1898, E. H. Keating.

ANNUAL REPORT  
OF THE  
CITY ENGINEER  
OF THE  
CITY OF TORONTO  
FOR THE YEAR 1900.

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CITY ENGINEER'S OFFICE,  
Toronto, December 31st, 1900.

*To His Worship the Mayor and Members of the Council of the Corporation of the City of Toronto:*

GENTLEMEN,—In compliance with By-law No. 2534, I have the honor to lay before you the Annual Report of the Department for the year ending the 31st December, 1900, setting forth the various works carried out during the year, with details of cost of construction, etc.

OFFICIAL STAFF.

The following is a list of the chief officials of the Department:

City Engineer and Chief Engineer and Manager of the Water Works .....	Charles H. Rust, M. Can. Soc. C.E., M. Am. Soc. C.E.
Deputy City Engineer.....	C. L. Fellowes, C.E.
Asst. Engineer .....	C. B. Smith, M. Can. Soc. C.E.
Asst. Engineer .....	J. Williams, M. Can. Soc. C.E.
Asst. Engineer .....	W. A. Clement, A. M. Can. Soc. C.E.
Street Commissioner .....	John Jones.
Assistant to Street Commissioner.....	Wm. J. Evans.
Accountant.....	Wm. McCartney.
Chief Clerk.....	E. P. Roden.
Secretary Committee on Works.....	A. H. Clarke.
Secretary to City Engineer.....	Geo. J. Castle.
Chief Engineer Main Pumping Station .....	Alex. McRae.
Chief Engineer High Level Pumping Station..	Wm. Hall.
Foreman of Water Works Construction.....	Edward Foley.

## WATER WORKS REPORT.

For Water Works matters see separate report.

## WORKS DEPARTMENT.

### FINANCIAL.

During the year the total expenditure of the Works Department, not including Water Works, was \$1,065,802.36, which was divided as follows:

General works .....	\$278,325 89
Special works .....	124,584 15
Street railway track allowance pavements .....	3,080 71
Local improvements .....	560,618 34
Bridges, subways, etc.....	61,527 49
Departmental and sundry accounts .....	37,665 78
 Total .....	 \$1,065,802 36

The amount expended for Local Improvement Works was divided as follows:

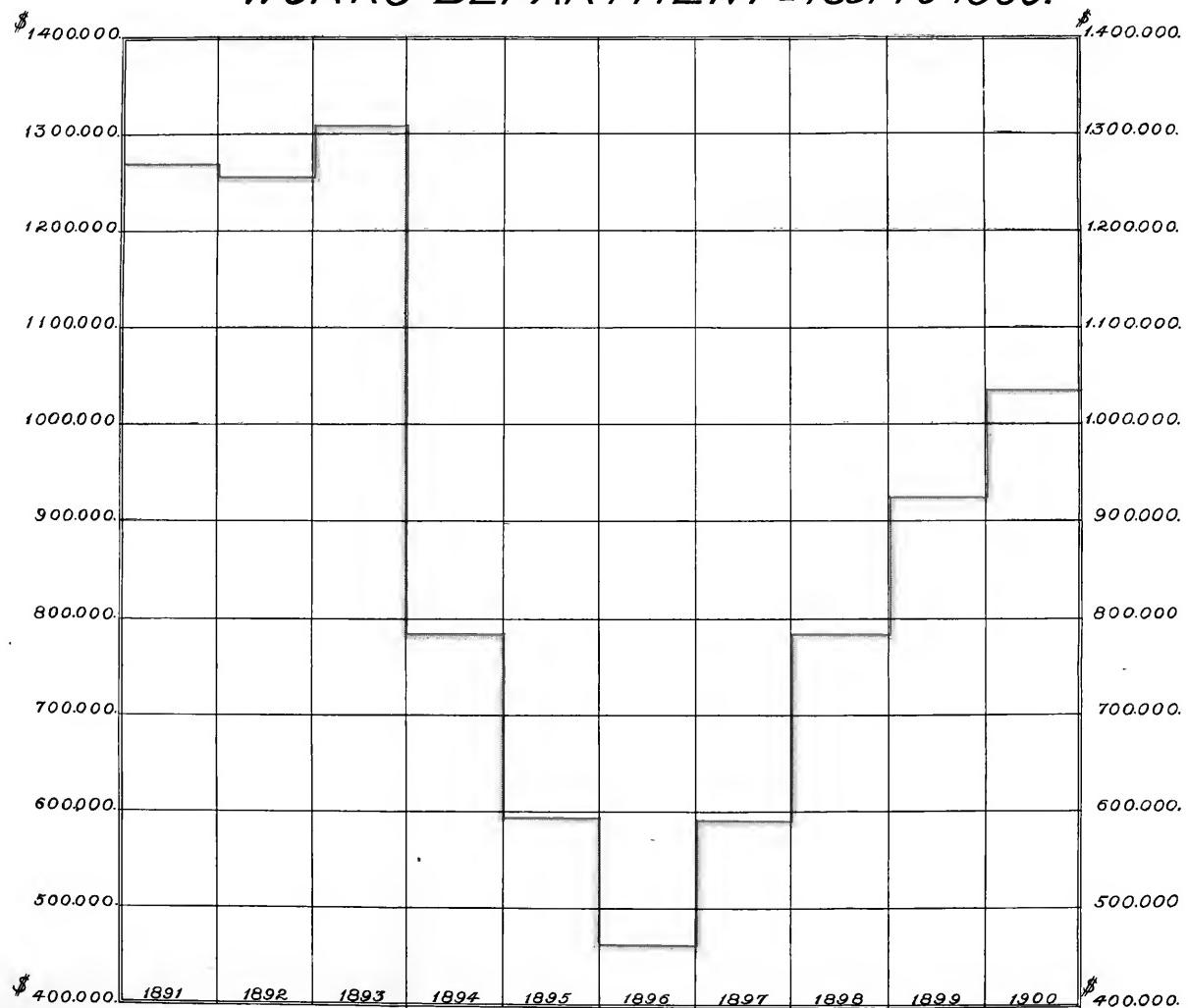
Pavements and roadways.....	\$440,173 71
Concrete sidewalks .....	67,632 88
Brick sidewalks .....	472 92
Plank sidewalks.....	45,167 34
Sewers .....	7,171 49

The amount expended in 1899, was \$945,324.26, showing an increase for 1900 of \$120,478.10, or about 13 per cent. over the amount expended in 1899. The total amount expended by the Department during the year, including Water Works expenditure, was \$1,233,724.81. A diagram is attached to this report showing the expenditure during the past ten years.

### PAVEMENTS AND ROADWAYS.

Attached to the report of the Assistant Engineer in charge of Pavements and Roadways is a table giving the total number of square yards of the various classes of pavements and roadways in the City and the number laid last year, together with the maximum grade, and also the cost. In the same report is to be found very interesting tables of a number of works carried out by day labor, showing a profit to the City of about \$5,209. Most of these works were awarded to the Department in competition with contractors, the tenders of this Department being the lowest.

*DIAGRAM SHEWING EXPENDITURE  
WORKS DEPARTMENT = 1891 TO 1900.*



*City Engineer's Office,  
Toronto, June, 1901.*



In 1895 an experiment was made with different kinds of wood as paving material, on the west approach to the King Street Subway, the woods used being beach, maple, rock elm soft elm, hemlock, Norway pine, white pine and cedar. All the blocks were rectangular, 4-in. x 7-in. deep and 8-in. to 12-in. long, with the exception of the cedar, which were the ordinary round blocks. In June of this year these different woods were examined with the following results: Beach, nearly all the blocks were decayed; maple, a few of the blocks were in good condition, but the majority of them had dry-rot; rock elm, most of the blocks were in good condition, with the exception of a few, which showed signs of dry-rot; soft elm, the blocks were all decaying; hemlock, the majority of the blocks were sound; Norway pine were in fairly good condition, but the traffic had decreased their depth to about a half inch, and a few of them showed signs of dry-rot; white pine were in as good condition as the Norway pine, a great many of the blocks showing signs of dry-rot. The round cedar blocks were in better condition than any of the other woods.

During the year a great many pavements, roadways and sidewalks have been constructed, and Council will no doubt be pleased to see that the citizens are evincing a strong desire for a pavement of a permanent character, and only upon streets where cedar block pavements already existed, where there is a great deal of vacant property and the property owners at present cannot afford an expensive pavement, have block pavements been relaid. This class of pavement remains in fairly good condition for five or six years. There was, however, some dissatisfaction among a few of the property owners on these various streets, who desired a better class of pavement and in some cases objected to the manner of construction. I consider the pavements have been fairly well laid, and the ratepayers have in every case received full value for their money.

The records attached to the report of the Assistant Engineer in charge of the Roadway Department, show that 24.666 miles of new pavements and roadways and 15.265 miles of concrete and brick sidewalks were constructed during the year, divided as follows:

6.348 miles of asphalt pavement; 6.045 miles of brick pavement; 7.842 miles of cedar block pavement, and 2.503 miles of macadam roadways, and about 2 miles of gravel, scoria and stone sett roadways.

The asphalt pavement appears to be the favorite. I think, however, that brick for residential streets will last quite as long and will not cost as much for maintenance as asphalt, but the great objection to this class of pavement is the noise. We have as far as possible taken steps to remedy this, but there is still considerable rumbling, and I am afraid it is absolutely impossible to entirely prevent it. The bricks used in the construction of the various pavements have been entirely of Canadian manufacture, and in some instances they have not complied fully with the abrasion test called for in the specifications. These tests were made with the old form of rattler, as adopted by the Brick Manufacturers' Association, but I have since ascertained that this has not given satisfactory results and is being gradually discarded, and the Department at present is engaged in making fresh tests with a somewhat different form of machine. We intend during the coming year to have these specifications amended.

The repairs to asphalt pavements during the past year, upon which the contractors' maintenance guarantees have expired, amounted to \$12,836.77, and this amount will increase annually, as the mileage of asphalt pavements increases.

It will be noticed that we have laid a considerable mileage of macadam roadways. While this is a very good roadway for driving over, on streets where there is not much traffic, it is the most expensive roadway to maintain, and has the objection of being very dirty in wet and very dusty in dry weather. I regret very much that the Council cannot appropriate sufficient funds to properly maintain these roads.

During the year there was only about one-third of a mile of gravel roadway laid. This class of roadway has not been found satisfactory for City traffic, and I am of opinion that its construction should be entirely discontinued.

It is very desirable that some means be provided whereby the lanes in the central portion of the City could be paved with brick. The condition of these lanes at present is very unsatisfactory, and if paved, their sanitary condition would be very much improved.

Attached to the report of the Engineer in Charge of Roadways may be found a table showing the number of roadways and sidewalks recommended from 1890 to 1900 and the number petitioned against by the property owners.



City Engineers Office  
Feb 27 1901

EASTERN AVE. BRIDGE, LOOKING NORTH





HUMBER BRIDGE, LOOKING EAST





QUEEN ST. BRIDGE, LOOKING NORTH



QUEEN ST. BRIDGE, LOOKING WEST



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#### SEWERS AND SPECIAL WORK.

During the year there were 6,160 lineal feet of sewers of all sizes constructed. There are at present 232½ miles of sewers in the City. There was also constructed 15,135 feet of 6-inch, 1,025 feet of 9-inch and 33 feet of 12-inch pipe for house purposes, viz., connections from the street line to the main sewer.

#### FLOW IN SEWERS.

It was considered advisable, in connection with the report upon Sewage Disposal, to have the flow in the various sewers accurately gauged. Attached to the report of the Assistant Engineer is a chart showing the results of this gauging.

#### SAND PUMP.

The sand pump was employed during the season in Ashbridge's Bay and at the Island, the total quantity of material removed being 70,000 cubic yards, at a cost of 7 cents per cubic yard.

For further information regarding these matters, reference may be made to the report of the Assistant Engineer.

#### AREAS AND COAL CHUTES.

The charges for the privilege of constructing areas and coal chutes produced a revenue of \$5,522.56 for the year.

#### BRIDGES.

During the year, Queen Street, Eastern Avenue and Humber River bridges were completed by the Hamilton Bridge Works Company, contractors for these works, the contract prices being as follows

Queen Street .....	\$20,000 00
Eastern Avenue.....	4,400 00
Humber River .....	6,500 00

Photographs of these bridges are attached.

In addition to the above work, necessary repairs were made to the various bridges, details of which are to be found in the report of the Assistant Engineer.

#### STREET COMMISSIONER'S DEPARTMENT.

In connection with the report of the Street Commissioner, I would refer more particularly to the remarks made regarding Street Cleaning and to the suggestions as to how the work would be

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facilitated if householders were compelled to take care of all waste paper and other rubbish which is now thrown out in the lanes.

In connection with Snow Cleaning, we removed about 45,000 loads of snow, at a cost of about 30 cents per load, and during the winter about 440 miles of sidewalks were cleaned, at a cost of  $3\frac{1}{2}$  mills per foot frontage for each cleaning. This is done under the provision of the Snow Cleaning By-law, and only applies to vacant property.

I beg to refer also to the Street Commissioner's report regarding street watering and flushing asphalt pavements.

#### ASSISTANTS.

The work of the Department during the past year has been carried out under the same organization which has existed for the past ten years, the work being divided among the Assistants as follows:

Mr. C. L. Fellows, Deputy City Engineer, has charge of all Water Works matters, and, in the absence of the City Engineer, he has control of the Department.

Mr. John Jones, Street Commissioner, has charge of all the ordinary repairs to streets, the construction and repair of Wooden Sidewalks, Street Watering, Street Cleaning, Scanvenging, Snow Cleaning, etc.

Mr. C. B. Smith, Assistant Engineer, has charge of Sewers and Special Work.

Mr. John Williams, Assistant Engineer, has charge of Bridges, and is also Mechanical Draughtsman for the Department.

Mr. W. A. Clement, Assistant Engineer, has charge of the Construction of Roadways, Pavements and Permanent Sidewalks, and Repairs to Asphalt Pavements.

Attached to this report, for future reference, are the names of all City Engineers since the office was created in 1840.

Diagrams are also submitted showing the cost of various works, and the office expenses for the past ten years.

#### TELEGRAPH, TELEPHONE AND OTHER ELECTRICAL COMPANIES.

I again desire to call the attention of the Council to the need of obtaining legislation to compel the various Electrical companies to place all their wires underground in such sections of the City as the

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Council may consider desirable. This should also include the feed wires belonging to the Toronto Railway Company. In connection with this matter it would be worth considering the construction of tunnels, as suggested by Mr Jennings, when he was City Engineer, in his report to Council in 1890. The time has certainly arrived when steps should be taken towards doing away with the number of poles and overhead wires that at present disfigure the principal streets.

#### STREET RAILWAY MATTERS.

We have had a great deal of difficulty during the past year in enforcing the Toronto Railway Company's agreement with the City. The citizens generally are of the opinion that the City Engineer has a great deal of power, but in endeavoring to enforce the agreement it is found that it is worded in such a way that it seems impossible to have our orders carried out without taking proceedings in the Courts. It would be of considerable benefit, not only to this Department, but to the citizens generally, if the law suits already commenced, at the instigation of this Department, were brought to an issue, and we would then know what power the Department has. During the latter part of the year, under instructions from the Council, we had a staff of men keeping records of the number of cars running upon the various street car routes. These records show that the Company have increased their service on a number of routes, but they are not yet carrying out, in its entirety, the time table as recommended by the City Engineer on November 22nd, 1900, and adopted in Council December 10th, 1900.

#### ADDITIONAL REPORTS.

During the year, under instructions of the City Council, reports have been prepared upon the cost of Electric Light and Energy, a Municipal Telephone Plant, City Asphalt Plant and Sewage Disposal, etc., copies of which reports are attached in Appendix.

#### TAXATION.

At the meeting of the American Society of Municipal Improvements, a paper was read by Mr. Herman, one of the Commissioners of the Public Works Department of Cincinnati, on the rate of taxation in different cities. As this table may prove of interest to the members of the Council and citizens, I attach same to this report, which may be seen in the Appendix.

## PAVEMENTS, ROADWAYS AND PERMANENT SIDEWALKS.

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CITY ENGINEER'S DEPARTMENT,  
Toronto, December 31st, 1900.

C. H. RUST, Esq.,  
*City Engineer.*

DEAR SIR,—Herewith I submit the Annual Report, showing in detail the work done under the supervision of the Roadway Branch of the Works Department.

During the year 24.666 miles of pavements and 15.265 miles of concrete and brick sidewalks were constructed. It will be seen by reference to Table 2 that the mileage of pavements constructed in 1900 shows an increase of 3.546 miles over 1899, and that during the past three years 70.428 miles of pavements were constructed, which is 27 per cent. of the total mileage of the streets in the City.

In connection with the carrying out of these improvements, 127 contracts were let in 1900 and 20 were carried over from 1899. Besides these, there were 32 works constructed by day labor, for nearly all of which tenders were received; but the City Engineer's bid being the lowest, the works were ordered to be carried out by day labor under his supervision.

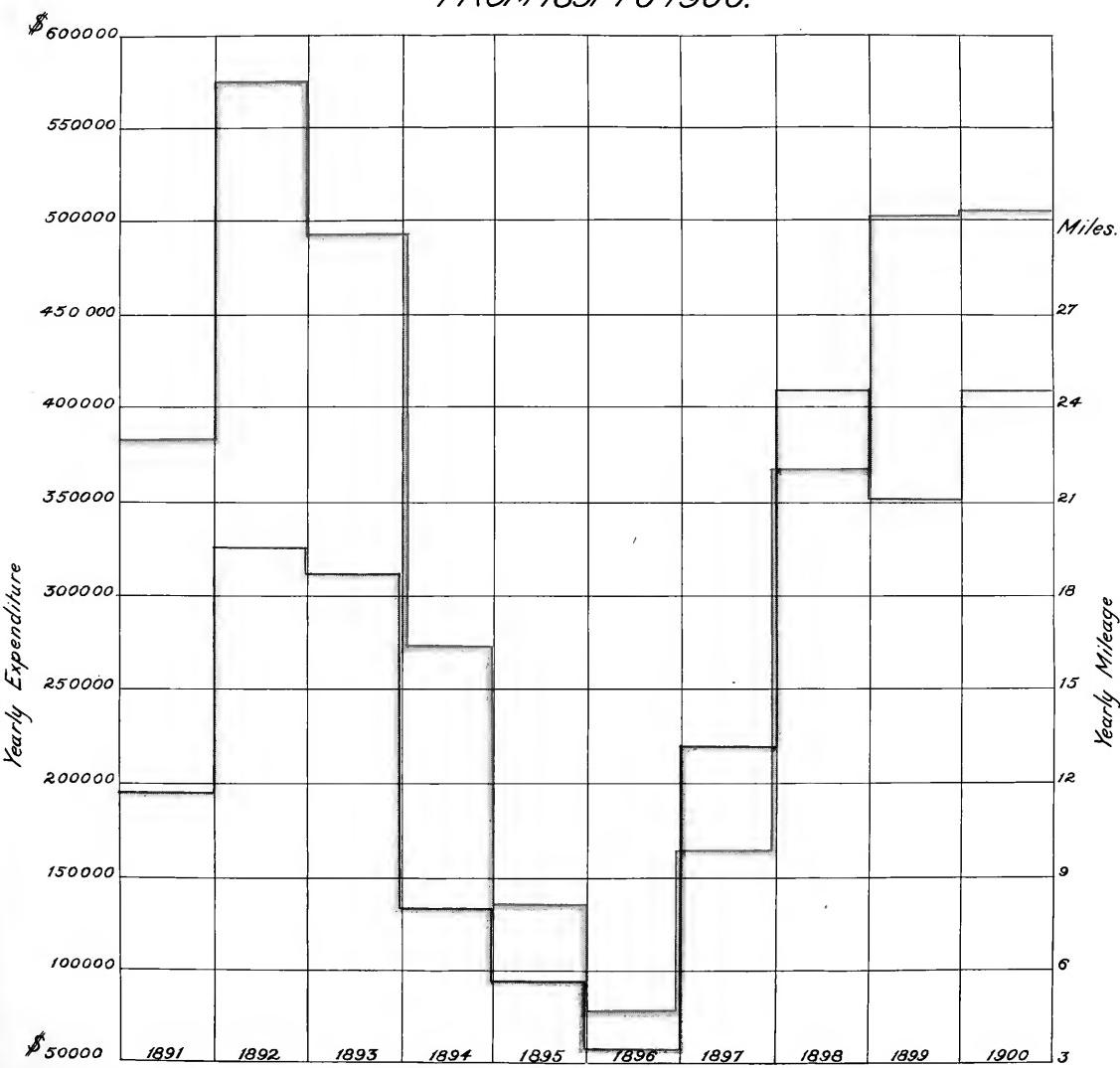
Tables Nos. 9 and 10 show the actual cost of these works, also the loss or gain when compared with the lowest contractor's tender.

In addition to the above, there were 20 private contracts for permanent sidewalks superintended, making a total of 199 separate works constructed under the direction of this Department, which are classified in the following table:

TABLE No. 1.

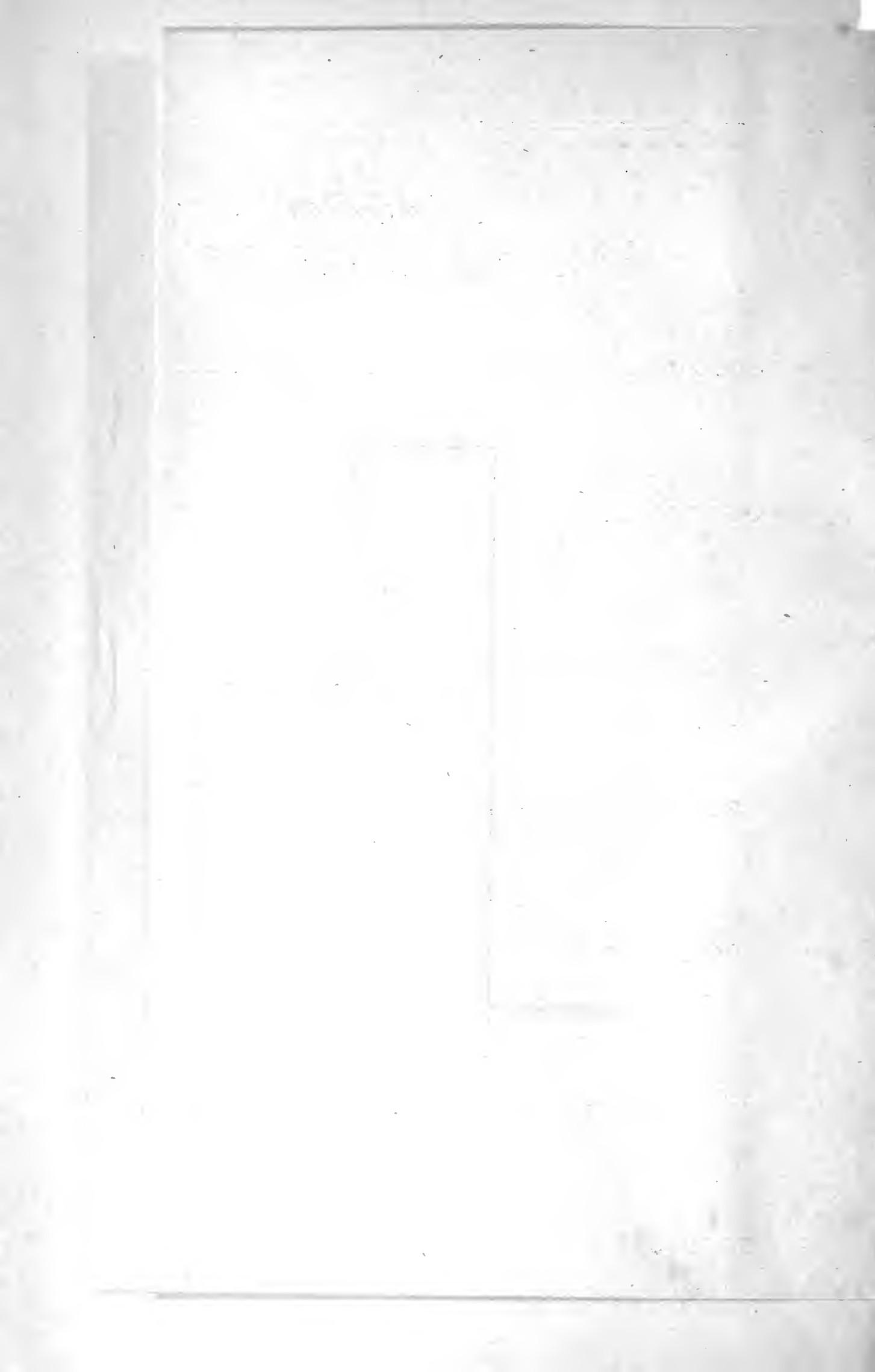
<i>Class of Works.</i>	<i>No. of Works.</i>
Asphalt . . . . .	27
Brick on concrete . . . . .	9
Brick on gravel . . . . .	1
Brick on broken stone. . . . .	3
Cedar block on gravel. . . . .	24
Gravel . . . . .	1

DIAGRAM SHewing ANNUAL EXPENDITURE  
AND MILEAGE OF ROADWAYS AND PAVEMENTS  
FROM 1891 TO 1900.



Yearly Expenditure on Roadways & Pavements Colored Thus  
Yearly Mileage of " " " Laid " "

City Engineer's Office,  
Toronto, June 1901.



Macadam.....	15
Cobble stone.....	1
Reconstruction of track allowance (brick, scoria and granite)	11
Reconstruction of track allowance with concrete.....	1
Concrete sidewalks .....	85
Brick sidewalks.....	1
Private contracts (sidewalks) . .....	20
Total .....	199

In connection with pavements and sidewalks, including those which were proposed but not carried out, 196 plans and 659 estimates were prepared.

TABLE No. 2.  
MILEAGE OF DIFFERENT CLASSES OF PAVEMENTS, ROADWAYS AND SIDEWALKS LAID FROM 1890 TO 1900.

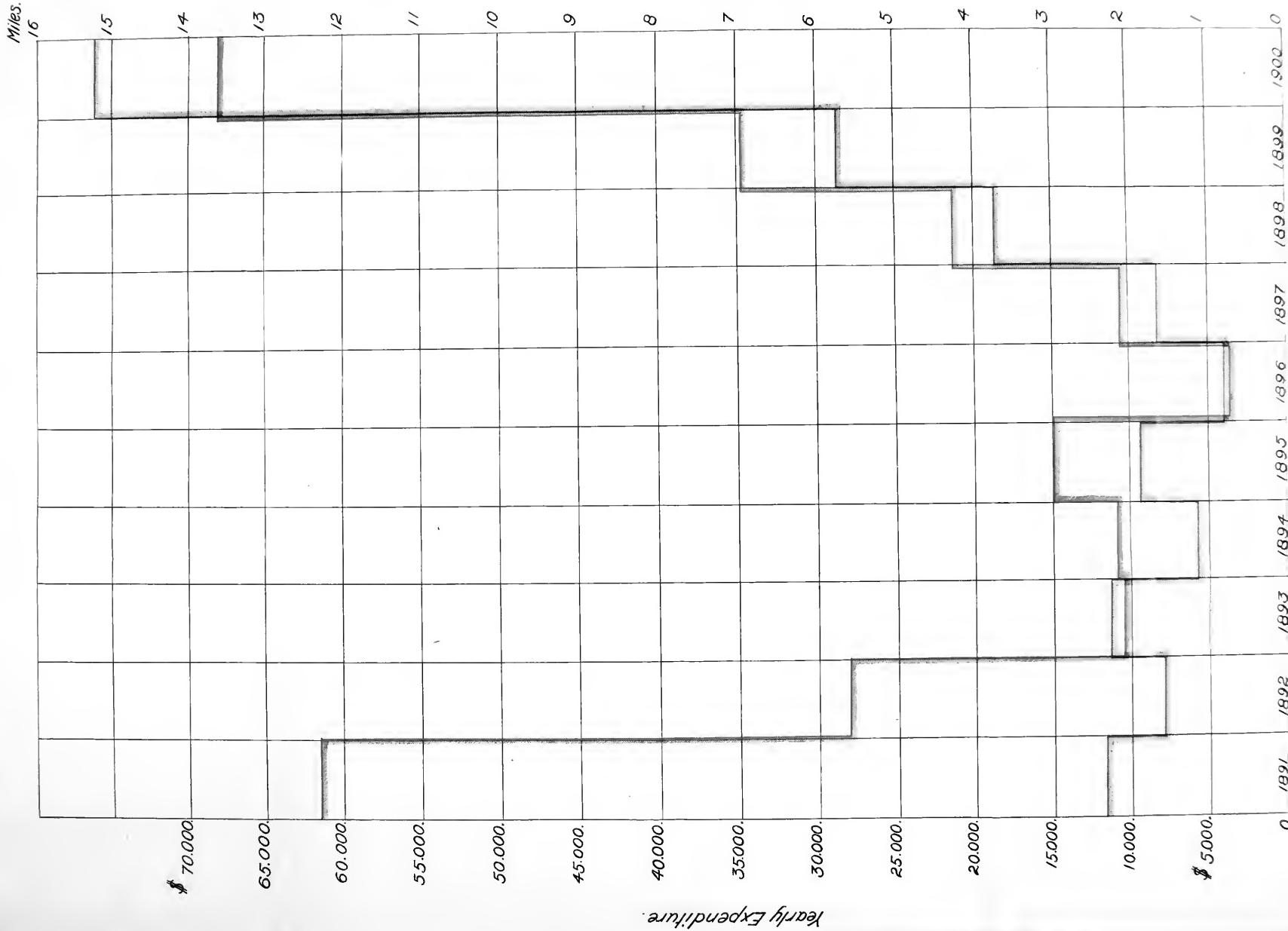
Class of Work.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.
<i>Pavements and Roadways.</i>											
Asphalt . . . . .	1.73	1.635	6.216	5.607	3.067	1.156	0.366	0.460	3.408	6.215	6.348
Cedar block on sand and plank foundation . . . . .	15.51	9.186	3.349	3.249	0.852	1.753	0.428	2.459	4.831	3.151	7.842
Macadam . . . . .	. . . . .	0.123	0.494	. . . . .	0 059	1.663	1.661	0.510	2.089	5.013	2.503
Cobble . . . . .	0.10	0.069	0.366	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	0.068
Tamarac on concrete . . . . .	0.192	0.077	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	0.067
Cedar block on concrete . . . . .	. . . . .	. . . . .	8.416	2.185	0.826	0.227	0.038	. . . . .	0.084	0.079	. . . . .
Stone sets on concrete . . . . .	. . . . .	. . . . .	0.705	3.743	2.563	0.085	. . . . .	. . . . .	. . . . .	. . . . .	0.107
Scoria blocks on concrete . . . . .	0.138	. . . . .	0.028	. . . . .	. . . . .	0.117	. . . . .	. . . . .	2.986	1.367	1.247
Brick on concrete . . . . .	. . . . .	. . . . .	. . . . .	3.964	0.787	0.744	1.032	5.803	6.079	3.670	5.472
Brick on gravel . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	0.028	0.838	0.352	0.943	0.057
Brick on broken stone . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	0.546	0.516
Concrete pavements in lanes . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Gravel . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Concrete in track allowance . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Totals . . . . .	17.670	11.090	19.574	18.748	8.154	5.816	3.553	13.208	24.642	21.120	24.666
<i>Sidewalks.</i>											
Concrete . . . . .	1.426	1.930	1.508	2.259	1.137	1.918	0.612	1.050	2.548	5.474	15.227
Stone flag . . . . .	1.273	0.398	0.104	0.035	0.011	. . . . .	. . . . .	0.204	0.823	1.188	0.292
Brick . . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	0.038	. . . . .
Totals . . . . .	2.699	2.328	1.612	2.294	1.148	1.918	0.816	1.873	3.736	5.766	15.265

The first pavements laid under the Local Improvement system were constructed during the year 1881, and the annual variation in the mileage of paved and unpaved streets, with classification of same, up to the end of the year 1900, is shown in the following Table No. 3:

TABLE No. 3.  
SHOWING THE DIFFERENT CLASSES OF PAVEMENTS AND ROADWAYS AND MILEAGE OF SAME FROM 1881 TO 1900.

Year.	Cedar Block.	Stone and Scoria.	Asphalt.	Wood on Concrete.	Macadam.	Cedar Block with Asphalt on Track alone.	Cedar Block with Asphalt on Track alone.	Brick.	Gravel.	Unpaved.	Total Mileage.
1881 . . . . .	3.51	0.03	50.92	62.39	116.85						
1882 . . . . .	13.41	0.03	48.28	55.13	116.85						
1883 . . . . .	26.90	0.03	54.57	54.07	135.57						
1884 . . . . .	33.76	0.25	52.32	76.77	163.10						
1885 . . . . .	39.84	0.25	50.17	75.98	166.24						
1886 . . . . .	48.99	0.36	47.36	72.18	168.89						
1887 . . . . .	64.11	0.36	45.14	59.21	168.89						
1888 . . . . .	79.55	0.36	42.76	49.87	172.79						
1889 . . . . .	92.39	0.36	38.65	107.43	242.19						
1890 . . . . .	109.57	0.36	36.63	90.55	242.19						
1891 . . . . .	116.83	0.59	6.66	0.49	36.39	2.35	3.97	0.54	0.54	0.38	89.44
1892 . . . . .	116.86	0.65	10.49	0.49	36.98	7.06	4.50	0.54	0.73	1.32	84.89
1893 . . . . .	112.19	0.79	11.28	0.49	34.98	6.35	4.85	0.93	0.70	3.22	82.05
1894 . . . . .	111.16	0.81	13.70	0.49	35.95	6.35	4.50	0.54	0.73	3.58	79.98
1895 . . . . .	109.78	0.81	14.38	0.49	39.15	6.35	4.93	0.73	0.70	1.08	79.48
1896 . . . . .	108.70	0.81	14.61	0.53	39.71	6.35	5.42	0.93	0.70	1.08	79.74
1897 . . . . .	101.36	0.81	15.07	0.53	40.50	5.42	8.28	1.08	0.93	1.26	78.45
1898 . . . . .	94.90	0.65	18.30	0.61	41.91	3.73	7.43	1.26	1.26	5.91	78.67
1899 . . . . .	81.77	0.65	24.33	0.67	45.03	3.15	10.52	0.97	0.97	8.77	78.14
1900 . . . . .	70.49	0.68	30.81	0.67	46.90	1.54	13.75	0.91	0.91	10.77	77.26

DIAGRAM SHEWING LENGTH AND COST OF  
PERMANENT SIDEWALKS LAID FROM 1891 TO 1900.



Engineering Office  
Toronto June 1900  
Expenditure colored thus  
Mileage laid



TABLE No. 4.

SHOWING PERCENTAGE OF DIFFERENT CLASSES OF PAVEMENTS AND ROADWAYS.

Cedar block .....	27.20	per cent.
Stone or scoria .....	.26	"
Asphalt.....	11.90	"
Wood on concrete.....	.26	"
Macadam .....	18.10	"
Cedar block with asphalt between tracks .....	.60	"
Cedar block with brick between tracks .....	5.30	"
Macadam with stone setts between tracks .....	.35	"
Bricks .....	4.15	"
Gravel.....	2.06	"
Unpaved.....	29.82	"
	100.00	"

## ASPHALT PAVEMENTS.

Asphalt pavements were laid during the year on portions of twenty-seven different streets and covering a total length of 6.348 miles, which is 25 per cent. of the total mileage of all classes of pavements and roadways constructed during the year.

The total length of asphalt in the City is now 30.81 miles, or 11.9 per cent. of the total length of paved and unpaved streets in the City. "Trinidad Pitch Lake" asphalt has been used exclusively for a number of years, although our specifications permit the use of several other varieties. Where the depth of asphalt surface required is  $2\frac{1}{2}$  inches a "binder course" about  $\frac{3}{4}$  inches in thickness is first laid on the concrete foundation and rolled; the asphalt companies preferring the "binder" to the "cushion coat," and, as they are required to guarantee and maintain the pavement for a period of ten years, we allow them the option of laying either one or the other. In the case of a surface 2 inches in depth, the asphalt is laid directly on the concrete foundation.

The repairing of the asphalt pavements upon which the terms of guarantee have expired is let by tender; the price for the past two years has been \$1.34 and \$1.24 per square yard for  $2\frac{1}{2}$ -inch and 2-inch surface respectively.

A list of the streets paved with asphalt on which the contractors' terms of guarantee have expired will be found in Table No. 5. The quantities, prices and other details connected with the asphalt pavements constructed during the year may be seen by referring to Tables Nos. 7 and 8.

TABLE No. 5.  
SHOWING STREETS PAVED WITH ASPHALT UPON WHICH THE CONTRACTORS'  
GUARANTEES HAVE EXPIRED.

Street.	From	To	Length. Feet.	Date of Expiry of Guarantee.
Bay .....	King .....	Front .....	932	Nov. 20, 1893
Jarvis .....	Queen .....	Bloor .....	6,734	Oct. 1, 1894
St. George .....	Bloor .....	Bernard .....	2,025	Oct. 9, 1894
Wellington .....	Church .....	Yonge .....	900	June 28, 1894
Sherbourne .....	Queen .....	Bloor .....	6,786	June 1, 1895
Simcoe .....	King .....	Queen .....	1,182	Aug. 1, 1895
St. George .....	Bernard .....	Dupont .....	966	June 14, 1895
Ontario .....	Carlton .....	Howard .....	2,824	July 28, 1895
Sherbourne .....	King .....	Queen .....	1,160	July 2, 1895
Bloor .....	Yonge .....	Sherbourne .....	2,661	Nov. 18, 1895
Scott .....	Front .....	Colborne .....	374	Nov. 7, 1895
Wellington .....	Bay .....	York .....	848	July 18, 1896
Gerrard .....	Jarvis .....	Sherbourne .....	934	July 24, 1896
Melinda .....	Yonge .....	Bay .....	587	Aug. 5, 1896
Jordan .....	Wellington .....	King .....	379	Aug. 5, 1896
Sherbourne .....	The Bridge .....	South Drive .....	1,076	Nov. 11, 1896
Bay .....	King .....	Queen .....	1,175	Aug. 15, 1896
St. George .....	College .....	Bloor .....	3,286	Sept. 25, 1896
Toronto .....	N. line stone pvt.	Adelaide .....	349	May 1, 1897
Adelaide .....	York .....	Spadina .....	3,001	July 21, 1897
Victoria .....	King .....	Adelaide .....	414	Sept. 1, 1897
Rose .....	Howard .....	Winchester .....	2,134	Sept. 1, 1897
Yonge .....	King .....	Hayter .....	4,000	Nov. 9, 1897
St. James .....	Ontario .....	Parliament .....	595	Sept. 7, 1897
Yonge .....	Hayter .....	Grenville .....	944	Nov. 14, 1897
Devonshire Pl..	Hoskin .....	Bloor .....	1,228	Sept. 30, 1897
Yonge .....	Grenville .....	Bloor .....	3,099	Nov. 25, 1897
Richmond .....	Victoria .....	Bay .....	852	June 27, 1898
Earl .....	Sherbourne .....	West terminus .....	634	July 13, 1898
Winchester .....	Parliament .....	Sumach .....	1,512	Aug. 24, 1898
Munn's Lane .....	Wellington .....	218 ft. north .....	218	Aug. 23, 1898
Czar .....	Yonge .....	North .....	666	Sept. 25, 1898
Lane around Inland Revenue Office .....	Sherbourne .....	Huntley .....	265	Oct. 5, 1898
Linden .....	Sherbourne .....	Queen's Pk. Cr. .....	585	Oct. 21, 1898
Hoskin .....	St. George .....	Queen's Pk. Cr. .....	1,130	June 27, 1899
Carlton .....	Jarvis .....	Sherbourne .....	937	June 7, 1899
Queen .....	Yonge .....	River .....	6,084	July 14, 1899
Bleeker .....	Carlton .....	Wellesley .....	1,412	July 5, 1899
Wellesley .....	Sherbourne .....	Parliament .....	1,227	Sept. 25, 1899
Cecil .....	Spadina .....	Beverley .....	1,052	Sept. 27, 1899
McCaul .....	Queen .....	College .....	3,384	Nov. 5, 1899
Adelaide .....	Yonge .....	Church .....	903	Nov. 8, 1899
King .....	Simcoe .....	Sherbourne .....	4,999	June 15, 1899
Leader Lane .....	King .....	Colborne .....	197	May 25, 1900
Avenue Rd. (track allowance.)	Bloor .....	Davenport .....	2,289	May 21, 1900
Avenue Rd .....	Bloor .....	Davenport .....	2,289	Aug. 29, 1900
St. Patrick .....	McCaul .....	Beverley .....	606	Sept. 9, 1900
Victoria .....	Adelaide .....	Queen .....	694	Sept. 28, 1900

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#### BRICK PAVEMENTS.

There has been very little variation in the quantity of brick pavements constructed for each of the last four years. This year the length was 6.045 miles, about two miles of which was on residential streets and the balance was the reconstruction of the portion of the pavement between the street railway tracks on several streets, where the original cedar block pavement was worn out. This portion of the roadway in the centre of the street is subjected to very severe wear, particularly when the pavement on each side of the tracks is not in good repair, and we have found that bricks as a paving material give very good satisfaction. Most of our brick pavements are now laid on cement concrete foundation, the broken stone and gravel foundations not having proved altogether satisfactory, as they so often settle in places; this settling destroys the grout filler and leaves the edges of the bricks exposed to wear, and soon causes the pavement to become very rough. Details of the quantities and costs of the brick pavements constructed during the year may be seen by reference to Tables Nos. 7 and 8.

#### CEDAR BLOCK PAVEMENTS.

The cedar block pavements were reconstructed with a surface of new blocks on many of the streets, where the old blocks were worn out.

The total length of these renewals was 7.842 miles, which is more than double the length paved with this material in 1899. Tables Nos. 7 and 8 show in detail the quantities and cost of the cedar block pavements laid during the year.

Table No. 6 shows the sections of streets, on which the final assessment for pavements has been paid or will be paid during the ensuing year. Many of these pavements are beyond repair.

TABLE No. 6.

Street.	From	To	Existing Pavement.	Date When Laid.	Date Final Assessm't Paid.
Abbs .....	Brock .....	West terminus ..	C. B. ....	1891	1896
Adelaide .....	York .....	Spadina .....	Asphalt..	1892	1900
Albany Av.....	Bloor .....	Wells .....	C. B. ....	1889	1899
Alexander .....	Church .....	McMillan .....	" .....	1884	1894
Alice .....	Yonge .....	Teraulay .....	" .....	1889	1899
Allan Av.....	Broadview Av.	Bolton Av .....	" .....	1887	1897
Alma Av.....	Gladstone Av..	Dufferin .....	" .....	1887	1897
Argyle .....	Dundas .....	Gladstone .....	" .....	1895	1900
Augusta Av....	Nassau .....	College .....	" .....	1886	1896
Augusta Av....	Nassau .....	St. Patrick .....	" .....	1889	1898
Avenue Pl .....	Avenue Rd....	Hazelton Av .....	" .....	1887	1897
Avenue Rd.....	Davenport Rd.	N. City limit ...	" .....	1890	1900
Baldwin .....	Beverley .....	Spadina Av.....	" .....	1895	1900
Balmuto .....	Bloor .....	Czar.....	" .....	1884	1895
Barton Av.....	Manning Av ..	Euclid Av .....	" .....	1890	1900
Barton Av.....	Palmerston Av.	Euclid Av .....	" .....	1892	1897
Bathurst .....	S. s. Bridge...	N. railway gate..	" .....	1886	1897
Bathurst .....	College .....	Bloor .....	" .....	1884	1895
Bathurst .....	College .....	Queen .....	" .....	1889	1898
Bathurst .....	Bloor .....	C. P. Railway ..	" .....	1890	1900
Bay .....	King .....	Front .....	Asphalt..	1889	1898
Bay .....	King .....	Queen .....	" .....	1891	1899
Bedford Rd ...	Bernard Av ...	Davenport Rd...	C. B. ....	1889	1898
Bedford Rd ...	Bloor .....	Lowther .....	" .....	1890	1900
Belmont .....	Yonge .....	Davenport Rd...	" .....	1887	1897
Birch .....	Yonge .....	West terminus ..	" .....	1890	1900
Bishop .....	Davenport Rd.	West terminus ..	" .....	1886	1896
Bismarck Av..	Yonge .....	Gwynne Av .....	Macadam..	1891	1897
Bismarck Av..	Gwynne Av .....	East end .....	C. B. ....	1891	1897
Bleeker.....	Wellesley .....	Howard .....	" .....	1893	1898
Bloor.....	Yonge .....	Sherbourne .....	Asphalt..	1890	1900
Bloor .....	Walmer .....	Bathurst .....	C. B. ....	1889	1900
Booth Av .....	Queen .....	Eastern Av.....	" .....	1891	1896
Booth Av .....	Queen .....	G. T. Railway ..	" .....	1889	1899
Bridge .....	Bloor .....	Elm Av .....	" .....	1890	1900
Brighton .....	Pape Av .....	East end .....	" .....	1890	1899
Broadview Av..	Withrow Av ..	Danforth Av .....	" .....	1890	1898
Broadview Av..	Queen .....	Gerrard .....	" .....	1887	1897
Broadview Av..	Gerrard .....	Withrow .....	" .....	1887	1897
Broadview Av..	Queen .....	Eastern .....	" .....	1891	1896
Brook .....	Logan .....	Howland Rd .....	" .....	1888	1898
Brooklyn .....	Queen .....	North end .....	" .....	1887	1897
Brock Av .....	Muir .....	College .....	" .....	1888	1898
Brock Av .....	Dundas .....	College .....	" .....	1888	1895
Brown (now Sea- forth Av.)	Brock .....	West terminus ..	" .....	1891	1896
Brownsville La..	St. Joseph .....	St. Albans .....	" .....	1889	1900
Bruce .....	Shaw .....	Givens.....	" .....	1892	1897

Street.	From	To	Existing Pavement.	Date When Laid.	Date Final Assessm't Paid.
Brunswick Pl.	Walmer Rd . . .	Brunswick Av . . .	C. B. . . . .	1890	1900
Bulwer . . . . .	Spadina . . . . .	Soho . . . . .	" . . . . .	1889	1899
Casimir . . . . .	St. Patrick . . . . .	N. to a lane . . . . .	" . . . . .	1889	1898
Callendar . . . . .	Queen . . . . .	North terminus . . . . .	" . . . . .	1890	1898
Carlaw Av . . . . .	Queen . . . . .	Eastern Av. . . . .	" . . . . .	1889	1899
Carlaw Av . . . . .	Eastern Av . . . . .	Bay . . . . .	" . . . . .	1885	1897
Carlaw Av . . . . .	Eastern Av . . . . .	South end . . . . .	" . . . . .	1885	1897
Carlton . . . . .	Sumach . . . . .	East end . . . . .	" . . . . .	1886	1897
Caroline . . . . .	Queen . . . . .	Eastern Av. . . . .	" . . . . .	1889	1899
Carr . . . . .	Esther . . . . .	End of Carr . . . . .	" . . . . .	1894	1899
Cawthra Sq . . . . .	Jarvis . . . . .	West end . . . . .	" . . . . .	1891	1897
Cherry . . . . .	Sorauren . . . . .	Roncesvalles . . . . .	" . . . . .	1888	1898
Christie . . . . .	Bloor . . . . .	Melville . . . . .	" . . . . .	1891	1898
Church . . . . .	Queen . . . . .	Gerrard . . . . .	" . . . . .	1886	1897
Church . . . . .	King . . . . .	Front . . . . .	" . . . . .	1887	1897
Church . . . . .	Gerrard . . . . .	Bloor . . . . .	" . . . . .	1887	1897
Churchill Av . . . . .	Term. of pave't . . . . .	136 ft. east . . . . .	" . . . . .	1893	1898
Clarence . . . . .	Wellington . . . . .	North end . . . . .	" . . . . .	1886	1897
Clara . . . . .	Oak . . . . .	Orford . . . . .	" . . . . .	1886	1896
Clinton . . . . .	473 ft. s. of Bloor	891 ft. s. of Bloor	" . . . . .	1891	1897
Clifford . . . . .	Stafford . . . . .	Strachan . . . . .	" . . . . .	1887	1897
Clyde (now Baldwin.)	Spadina Av . . . . .	Augusta Av . . . . .	" . . . . .	1887	1897
College . . . . .	Dufferin . . . . .	Lansdowne Av . . . . .	" . . . . .	1888	1896
College . . . . .	Beverley . . . . .	Spadina Av. . . . .	" . . . . .	1882	1892
College . . . . .	McCaull . . . . .	Beverley . . . . .	" . . . . .	1883	L'd by City
College . . . . .	Spadina Av . . . . .	Bathurst . . . . .	" . . . . .	1884	
College . . . . .	McCaull . . . . .	Yonge . . . . .	" . . . . .	1885	L'd by City
College . . . . .	Ossington Av . . . . .	Bathurst . . . . .	" . . . . .	1887	
College . . . . .	Ossington Av . . . . .	Dufferin . . . . .	" . . . . .	1887	1897
College, s. s. . . . .	Spadina Av . . . . .	Augusta Av. . . . .	" . . . . .	1890	1899
Coolmine Rd . . . . .	Dundas . . . . .	St. Anne's Rd. . . . .	" . . . . .	1889	1899
Cottingham . . . . .	Yonge . . . . .	Avenue Rd. . . . .	" . . . . .	1886	1896
Cottingham . . . . .	Rathnelly Av . . . . .	Poplar Plains Rd. . . . .	" . . . . .	1889	1899
Cottingham . . . . .	Avenue Rd. . . . .	Rathnelly Av. . . . .	" . . . . .	1889	1899
Crawford . . . . .	Queen . . . . .	Defoe . . . . .	" . . . . .	1890	1900
Crocker Av . . . . .	Bellwoods Av . . . . .	Claremont . . . . .	" . . . . .	1890	1900
Cross . . . . .	Gladstone . . . . .	Beaconsfield . . . . .	" . . . . .	1888	1898
Dale Av. . . . .	McKenzie Av . . . . .	Glen Rd. Bridge . . . . .	" . . . . .	1889	1899
D'Arcy . . . . .	McCaull . . . . .	Spadina . . . . .	" . . . . .	1895	1900
Darling . . . . .	North terminus . . . . .	End of sewer . . . . .	" . . . . .	1891	1896
Davenport Rd . . . . .	Hazelton Av . . . . .	Avenue Rd. . . . .	" . . . . .	1889	1899
Davenport Pl. . . . .	Davenport Rd . . . . .	End of street . . . . .	" . . . . .	1888	1898
Davies Av. . . . .	Queen . . . . .	Matilda . . . . .	" . . . . .	1893	1899
Dean . . . . .	Wilton . . . . .	200 ft. north . . . . .	" . . . . .	1886	1896
Defoe . . . . .	Tecumseth . . . . .	Niagara . . . . .	" . . . . .	1890	1900
DeGrassi . . . . .	Queen . . . . .	Gerrard . . . . .	" . . . . .	1892	1897
Delaware Av . . . . .	College . . . . .	Bloor . . . . .	" . . . . .	1886	1897
Delaware Av . . . . .	Bloor . . . . .	Van Horne . . . . .	" . . . . .	1891	1897

Street.	From	To	Existing Pavement.	Date When Laid.	Date Final Assessm't Paid.
Dewson.....	Ossington Av..	Dovercourt Rd ..	C. B.....	1890	1900
Dorset .....	King .....	Wellington .....	" .....	1883	1894
Dovercourt Rd..	College .....	Bloor .....	" .....	1889	1894
Dovercourt Rd..	Queen .....	Blair .....	" .....	1890	1899
Dowling .....	G. T. Ry .....	Hawthorne .....	" .....	Parkdale	1897
Draper .....	Front .....	Wellington Pl ..	" .....	1884	1894
Dufferin .....	Queen .....	G. W. Div. G.T.R.	" .....	1889	1898
Dunbar Rd .....	Elm Av .....	Hill .....	" .....	1890	1900
Dundas .....	Sorauren Av ..	Bloor .....	C. B. & Granite	1893	1898
Dupont .....	Bathurst .....	Manning Av .....	C. B. ....	1892	1897
Dupont .....	Avenue Rd....	Bedford Rd .....	" .....	1890	1897
Earl .....	Sherbonrne .....	West terminus .....	Asphalt...	1893	1898
Earnbridge .....	Birch .....	East terminus .....	C. B.....	1888	1899
Eastern Av.....	Trinity .....	Water .....	" .....	1889	1899
Edmund .....	Royce .....	C.P. Railway....	" .....	1893	1898
Elm Av.....	Bridge .....	Glen Rd .....	" .....	1888	1899
Elmsley Pl....	St. Joseph .....	North terminus ..	" .....	1890	1900
Emily .....	Brock .....	Maude.....	" .....	1888	1899
Emily .....	St. Clarens Av.	Brock .....	" .....	1888	1899
Euclid .....	Bloor .....	Johnston .....	" .....	1890	1898
Euclid .....	Ulster .....	Bloor .....	" .....	1888	1899
Euclid Pl .....	Euclid Av .....	East terminus ..	" .....	1892	1899
Evans Av .....	Clinton .....	West terminus ..	" .....	1893	1898
Farley Av.....	Tecumseth .....	Niagara .....	" .....	1889	1898
Farley Av.....	Bathurst .....	Tecumseth .....	" .....	1889	1899
Frankish Av....	Brock Av .....	Sheridan Av .....	" .....	1889	1899
Frizzel .....	Carlaw Av .....	Pape Av .....	" .....	1890	1:00
Garden Av.....	Sorauren Av ..	Macdonnell Av ..	" .....	Parkdale	1897
Gerrard.....	Broadview Av.	Howland Rd .....	" .....	1888	1897
Gildersleeve Av.	Sumach .....	East end .....	" .....	1893	1899
Givens .....	Argyle.....	Halton .....	" .....	1889	1899
Gordon Av.....	Dale Av .....	Elm Av .....	" .....	1890	1899
Grafton Av .....	RoncesvallesAv	East end .....	" .....	1891	1899
Grant .....	Queen .....	North terminus ..	" .....	1890	1900
Halton .....	Shaw .....	Dundas .....	" .....	1892	1897
Hamburg Av... .	Bloor .....	Union .....	" .....	1890	1899
Hamilton .....	Paul .....	Elliott .....	" .....	1890	1899
Hamilton (late Harris.)	Queen .....	Paul .....	" .....	1891	1896
Harbord .....	Markham ....	Bathurst .....	C. B. & Gravel.	1889	1899
Harrison.....	Ossington Av..	Lakeview Av...	C. B.....	1889	1899
Harvard .....	Roncesvalles ..	Callendar .....	" .....	1888	1898
Hayden.....	Church .....	East end .....	" .....	1890	1897
Hayden.....	Yonge .....	Church .....	" .....	1890	1900
Henderson .....	Clinton .....	Grace .....	" .....	1891	1898
Herrick .....	Bathurst .....	Lippincott .....	" .....	1892	1897

Street.	From	To	Existing Pavement.	Date When Laid.	Date Final Assess'mt Paid.
Heward Av . . . .	Queen . . . . .	Eastern Av . . . . .	C. B . . . . .	1889	1899
High Park Av . . .	Roncesvalles . .	High Park . . . . .	C. B. & Gravel.	1892	1899
Howie . . . . .	Clark . . . . .	North end . . . . .	C. B. . . . .	1889	1899
Howland Av . . . .	Barton . . . . .	Wells . . . . .	" . . . . .	1889	1899
Howland Av . . . .	Wells . . . . .	C.P. Railway . . . .	" . . . . .	1890	1900
Howland Rd . . . .	Gerrard . . . . .	North terminus . . . .	" . . . . .	1888	1898
Huron . . . . .	St. Patrick . . . .	Cecil . . . . .	" . . . . .	1887	1897
Huron . . . . .	Cecil . . . . .	College . . . . .	" . . . . .	1886	1897
Huron . . . . .	Phoebe . . . . .	Grange Av . . . . .	" . . . . .	1893	1898
Huron . . . . .	Bernard . . . . .	Dupont . . . . .	" . . . . .	1890	1900
Jameson Av . . . .	Dundas . . . . .	Shirley . . . . .	" . . . . .	1888	1898
Jameson Av . . . .	Dundas . . . . .	Bloor . . . . .	" . . . . .	1889	1899
Jarvis . . . . .	Queen . . . . .	Bloor . . . . .	Asphalt . . . . .	1889	1899
John . . . . .	King . . . . .	Queen . . . . .	C. B. . . . .	1890	1900
John . . . . .	King . . . . .	Front . . . . .	Macadam . . . . .	1895	1899
Jordan . . . . .	Wellington . . .	King . . . . .	Asphalt . . . . .	1891	1899
Kensington Cr . . .	Park Rd . . . . .	Huxley . . . . .	C. B. . . . .	1891	1896
King . . . . .	Bathurst . . . . .	Strachan Av . . . .	" . . . . .	1883	1894
King . . . . .	Sherbourne . . . .	Don River . . . . .	" . . . . .	1883	1894
King . . . . .	Strachan Av . . .	Armour . . . . .	" . . . . .	1891	1896
King . . . . .	Dufferin . . . . .	Queen . . . . .	" . . . . .	Parkdale	1897
King . . . . .	Dufferin . . . . .	3,000 ft. easterly .	Tamarac & Scoria . . . . .		1890
Lane bet. St. Patrick and D'Arcy	Huron . . . . .	Beverley . . . . .	C. B. . . . .	1892	1897
Lane s. of Pearl.	Near Simcoe . . . . .		Cobble . . . . .	1892	1897
Lane e. of Spadina Av.	Grange Av . . . . .	St. Patrick . . . . .	" . . . . .	1892	1897
Lane bet. Duke and Duchess.	Ontario . . . . .	West terminus . . . .	C. B. . . . .	1886	1896
Lane s. of Pearl.	Simcoe . . . . .	York . . . . .	" . . . . .	1892	1897
Lane bet. Yonge and Victoria.	Gould . . . . .	Wilton Av . . . . .	Cobble . . . . .	1887	1897
Lane bet. Yonge and Victoria.	Adelaide . . . . .	106 ft. south . . . .	" . . . . .	1892	1897
Lane 1st w. of Bay.	S. of Wellington . . . . .		C. B. . . . .	1889	1897
Lane bet. York and Simcoe.	N. of Pearl . . .	Near Adelaide . . .	" . . . . .	1888	1898
Lane 1st n. of Queen.	Mutual . . . . .	Jarvis . . . . .	" . . . . .	1888	1898
Lane n. of Wilton Cr.	Pembroke . . . . .	George . . . . .	" . . . . .	1888	1898
Lane bet. Queen and Richmond	Church . . . . .	East terminus . . . .	Cobble . . . . .	1888	1898
Lane s. of Queen	Tecumseth . . . . .	Niagara . . . . .	" . . . . .	1893	1898
Lane r'r of John	Adelaide . . . . .	Lane near Arling-ton Hotel.	C. B. . . . .	1893	1898
Lane e. of Bay..	Wellington . . . . .	214 ft. south . . . .	" . . . . .	1888	1899

Street.	From	To	Existing Pavement.	Date When Laid.	Date Final Assessm't Paid.
Lane 1st e. of Bay.	Wellington . . .	Melinda . . . . .	Concrete . . . . .	1895	1900
Lane n. of Foxley	Foxley . . . . .	135 ft. north . . .	C. B. . . . .	1889	1899
Lane 1st s. of Queen.	Simcoe . . . . .	Duncan . . . . .	" . . . . .	1889	1899
Lennox . . . . .	Roncesvalles . .	Easterly limit . . .	" . . . . .	Parkdale	1897
Leopold . . . . .	Jameson Av . .	Lot 19 . . . . .	" . . . . .	Parkdale	1897
Leopold . . . . .	Dowling Av . .	Lot 19 . . . . .	" . . . . .	Parkdale	1897
Lobb . . . . .	Shaw . . . . .	Crawford . . . . .	" . . . . .	1890	1900
Logan Av . . . . .	Queen . . . . .	Ashbridge's Bay . .	" . . . . .	1889	1898
Logan Av . . . . .	Queen . . . . .	Gerrard . . . . .	" . . . . .	1889	1899
Logan Av . . . . .	Gerrard . . . . .	Danforth Av . . . .	" . . . . .	1889	1899
Lombard . . . . .	Church . . . . .	Jarvis . . . . .	" . . . . .	1888	1898
Lowther Av . . . .	Brunswick Av .	Howland Av . . . .	" . . . . .	1892	1898
Lowther Av . . . .	St. George . . . .	Spadina Rd . . . .	" . . . . .	1890	1900
Lucas . . . . .	Sorauren Av . .	Roncesvalles Av . .	" . . . . .	1892	1897
McGee . . . . .	Queen . . . . .	Eastern Av . . . . .	" . . . . .	1885	1896
McKenzie Av . . . .	Dale Av . . . . .	Castle Frank . . . .	" . . . . .	1886	1897
McMaster . . . . .	Avenue Rd . . . .	Rathnelly Av . . . .	" . . . . .	1890	1900
McPherson Av . . . .	Term. of pav't.	Avenue Rd . . . . .	" . . . . .	1889	1898
McPherson Av . . . .	Avenue Rd . . . .	Rathnelly Av . . . .	" . . . . .	1890	1900
Manning Av . . . . .	Arthur . . . . .	Queen . . . . .	" . . . . .	1889	1898
Manning Av . . . . .	Bloor . . . . .	Hammond Pl . . . .	" . . . . .	1890	1900
Mansfield Av . . . .	Manning Av . . . .	Clinton . . . . .	" . . . . .	1893	1898
Mansfield Av . . . .	Bellwoods Av . .	Grace . . . . .	" . . . . .	1893	1899
Maple . . . . .	Carlton . . . . .	Sackville Pl . . . .	" . . . . .	1888	1899
Marion . . . . .	Sorauren Av . . . .	Fuller . . . . .	" . . . . .	1888	1898
Marion . . . . .	Lansdowne Av . .	Macdonnell . . . . .	" . . . . .	1891	1899
Markham . . . . .	Arthur . . . . .	759 ft. s. of College	" . . . . .	1885	1896
Markham . . . . .	Harbord . . . . .	Bloor . . . . .	" . . . . .	1889	1898
Harlborough Av . . .	Yonge . . . . .	West end . . . . .	" . . . . .	1889	1899
Massey . . . . .	King . . . . .	Wellington . . . . .	" . . . . .	1887	1897
Massey . . . . .	King . . . . .	Queen . . . . .	" . . . . .	1891	1897
Maude . . . . .	Adelaide . . . . .	Farley . . . . .	" . . . . .	1887	1897
Maude . . . . .	Emily . . . . .	Brock . . . . .	" . . . . .	1889	1899
Maynard Av . . . . .	King . . . . .	Leopold . . . . .	" . . . . .	Parkdale	1897
Melinda . . . . .	Bay . . . . .	Yonge . . . . .	Asphalt . . . . .	1891	1899
Metcalfe . . . . .	Carlton . . . . .	Winchester . . . . .	C. B. . . . .	1885	1896
Middleton Av . . . .	Sheridan Av . . . .	Brock Av . . . . .	" . . . . .	1889	1898
Millstone Lane . . . .	York . . . . .	East end . . . . .	" . . . . .	1889	1899
Mitchell Av . . . . .	Tecumseth . . . . .	Niagara . . . . .	" . . . . .	1889	1899
Morris . . . . .	Spadina . . . . .	Huron . . . . .	" . . . . .	1890	1900
Morse . . . . .	Queen . . . . .	Ashbridge's Bay . .	" . . . . .	1886	1897
Montague Pl . . . . .	Homewood Av . .	West end . . . . .	" . . . . .	1893	1898
Munro . . . . .	Queen . . . . .	Gerard . . . . .	" . . . . .	1887	1897
Napier . . . . .	Munro . . . . .	Lane . . . . .	" . . . . .	1891	1896
New . . . . .	Davenport Rd . . .	West end . . . . .	" . . . . .	1889	1899
Niagara . . . . .	King . . . . .	Queen . . . . .	" . . . . .	1887	1897
Noble . . . . .	Brocton Rd . . . .	East limit . . . . .	" . . . . .	Parkdale	1897
North Drive . . . . .	Rosedale Rd . . . .	Woodland Av . . . .	C. B. & Gravel.	Yorkville	1897

Street.	From	To	Existing Pavement.	Date When Laid.	Date Final Assessm't Paid.
Northcote Av.	Queen .....	Afton Av .....	C. B.....	1895	1900
Northumberland	Ossington Av..	Preston .....	" .....	1893	1898
O'Hara Av.....	Present term. to	Ry. tracks .....	" .....	1892	1897
Olive .....	Bathurst .....	Palmerston Av ..	" .....	1893	1898
Ontario Pl.....	Ontario .....	270 ft. west .....	" .....	1886	1896
Ontario .....	Carlton .....	Howard .....	Asphalt..	1890	1900
Orde .....	McCauley .....	Murray .....	C. B.....	1889	1899
Ossington Av....	Bloor .....	C.P. Railway....	" .....	1892	1897
Ossington Av....	Harrison .....	College .....	" .....	1888	1899
Ossington Pl....	Ossington Av..	West end .....	" .....	1889	1899
Ottawa .....	Shaftesbury Av	Summerhill Av..	" .....	1889	1899
Oxford .....	Augusta Av. ...	Spadina Av.....	" .....	1895	1900
Palmerston Av..	Bloor .....	Union .....	" .....	1890	1899
Pape Av.....	Queen .....	Danforth .....	" .....	1887	1897
Park Rd.....	Woodland Av..	Rosedale Rd .....	C. B. & Gravel.	Yorkville	1897
Parkview Av....	Wellesley .....	North term.....	C. B.....	1889	1899
Parliament ....	Wellesley ...	Howard .....	" .....	1888	1895
Parliament ....	Gerrard .....	Carlton .....	" .....	1888	1898
Pearson Av....	Sorauren Av ..	Roncesvalles Av..	" .....	Parkdale	1897
Pearson Av....	Sorauren Av ..	Macdonnell Av ..	" .....	1888	1898
Perth Av .....	Bloor .....	Royce Av .....	" .....	1893	1898
Peter.....	Front .....	King .....	" .....	1886	1897
Peter.....	King .....	Queen .....	" .....	1890	1900
Pinehill Rd ...	Rosedale Rd ..	West end .....	Macadam..	1894	1899
Piper.....	York .....	East end.....	C. B.....	1889	1899
Prospect .....	Rose Av .....	Ontario .....	" .....	1889	1899
Queen .....	Don Bridge....	G.T.R. crossing..	" .....	1888	1898
Rathnelly Av ..	Rathnelly Cr ..	McPherrson Av..	" .....	1890	1900
Renfrew Pl ...	McCauley .....	East end.....	" .....	1889	1899
Richmond Pl... .	Richmond .....	South end .....	" .....	1886	1896
Robinson .....	Palmerston....	Euclid .....	" .....	1886	1896
Roncesvalles Av	Queen .....	Dundas .....	" .....	1890	1900
Rose Av .....	Howard .....	Winchester.....	Asphalt ..	1892	1900
Roseberry Av ..	Bathurst .....	End .....	C. B .....	1894	1899
Rossin House La	York .....	East terminus ...	Cobble....	1891	1897
Rosedale Rd... .	Park Rd .....	North Drive .....	C. B. & Gravel.	Yorkville	1897
Rosedale Rd....	Roxborough Av	North Drive .....	C. B .....	1891	1897
Roxborough Av.	Yonge .....	1,328 ft. west....	" .....	1892	1897
Roxborough Av.	Yonge .....	2,180 ft. easterly.	" .....	1890	1900
Royce Av.....	Symington Av..	C. P. R. .....	" .....	1893	1898
Rush Lane .....	Esther.....	Portland .....	" .....	1890	1900
Rusholme Rd ..	College .....	Bloor .....	" .....	1890	1900
Russell .....	Robert .....	Spadina Av.....	" .....	1889	1898
Ruth .....	Sorauren Av ..	Roncesvalles Av..	" .....	Parkdale	1899
Sackville. ....	Carlton .....	Winchester.....	" .....	1889	1898
Salisbury Av ...	Sackville.....	East terminus ..	" .....	1886	1897

Street.	From	To	Existing Pavement.	Date When Laid.	Date Final Assessm't Paid.
Salisbury Av.	Sackville.....	190 ft. west.....	C. B ...	1890	1899
Saulter .....	Queen .....	Eastern Av.....	" .....	1889	1899
Saunders .....	Sorauren Av ..	Fuller ... .....	" .....	1888	1898
Scott .....	Front .. .....	Colborne.....	Asphalt ..	1890	1900
Shannon .....	Ossington Av..	Dovercourt Rd ..	C. B.....	1887	1897
Shaw .....	College .....	Bloor .....	" .....	1893	1898
Shaftesbury Av.	Yonge .....	1,100 ft. easterly.	" .....	1890	1899
Sheppard .....	Adelaide .....	Richmond .....	Macadam..	1895	1899
Sherbourne .....	King .....	Queen .....	Asphalt..	1890	1899
Sherbourne .....	Queen .....	Bloor .....	" .....	1889	1899
Shirley .....	Brock Av. ....	Lansdowne Av ..	C. B.....	1891	1898
Simcoe .....	Queen .. ....	Caer Howell .....	" .....	1889	1899
Simcoe .....	King .. ....	Queen .. ....	Asphalt..	1890	1900
Simpson .....	Broadview* Av.	East end.....	C. B .....	1889	1899
Smith .....	Broadview Av.	Logan Av .....	" .....	1890	1900
Soho .....	Queen .. ....	Phœbe .. ....	" .....	1889	1899
Sorauren Av....	Wright Av .....	Dundas .. ....	" .....	1890	1899
South Drive....	Crescent Rd ..	Centre Rd .....	Macadam..	1894	1898
Spadina Av ..	College .. ....	Crescent .. ....	C. B. & Cobble.	1889	1898
Spadina Av ....	Queen .. ....	College .. ....	C. B .....	1884	1894
Spadina Av., e.s.	Cecil .. ....	Baldwin .. ....	" .....	1889	1899
Spencer Av ...	Huxley .. ....	Mississauga .....	" .....	1890	1900
Springhurst ....	King .. ....	Jameson .. ....	" .....	Parkdale	1897
Stafford.....	King .. ....	Defoe .. ....	" .....		1886
Stafford.....	Defoe .. ....	Clifford .. ....	" .....		1887
Stafford.....	King .. ....	Wellington .....	" .....		1890
Stewart.....	Portland .. ....	Bathurst .. ....	" .....		1884
St. Clarens Av .	Emily .. ....	Dundas .. ....	" .....		1889
St. Clarens Av ..	Dundas .. ....	Bloor .. ....	" .....		1890
St. George ....	Bloor .. ....	Bernard Av .....	Asphalt..		1889
St. George ....	Bernard .. ....	Dupont .. ....	" .....		1890
St. James Av ..	Ontario .. ....	Parliament .. ....	" .....	1890	1899
St. Joseph .. .	St. Vincent ..	Queen's Park....	C. B .. ....	1883	1894
Sullivan .. ....	Beverley .. ....	Spadina Av .. ....	" .....	1895	1900
Sumach .. ....	King .. ....	Eastern Av .. ....	" .....	1890	1899
Sydenham Lane	Sydenham .. ....	South terminus ..	" .. ....	1890	1896
(now Poulett).					
Thompson .. .	Davies Av ..	Munro .. ....	" .. ....	1890	1900
Toronto.....	North of King.	Adelaide .. ....	Asphalt..	1891	1897
Tranby Av. ....	Bedford Rd ..	157½ ft. east ..	C. B.....	1891	1896
Tranby Av. ....	Avenue Rd ..	West end .. ....	" .. ....	1889	1899
Triller .. ....	Queen .. ....	Harvard .. ....	" .. ....	1889	1899
Trinity .. ....	Mill .. ....	South terminus ..	" .. ....	1884	1895
Turner.....	Tecumseth .. ....	West end .. ....	" .. ....	1886	1896
Vanauley .. ....	Queen .. ....	High .. ....	" .. ....	1886	1897
Vanauley .. ....	St. Patrick ..	St. Andrews .. ....	" .. ....	1887	1897
Victoria Cr. ....	Dowling Av ..	Jameson Av .. ....	" .. ....	Parkdale	1897
Victoria Cr. ....	Dunn Av .. ....	Jameson Av .. ....	" .. ....		1893
Victoria Lano ..	Queen .. ....	Shuter .. ....	Cobble..		1890
Victoria .. ....	King .. ....	Adelaide .. ....	Asphalt..	1892	1900

Street.	From	To	Existing Pavement.	Date When Laid.	Date Final Assessm't Paid.
Virtue .....	Sorauren Av ..	East terminus ..	C. B.....	1890	1900.
Vermont .....	Bathurst .....	Manning Av ..	" .....	1891	1896
Walmer Rd .....	Castle Av .....	Bernard .....	" .....	1891	1897
Walmer Rd .....	Bernard Av .....	Dupont .....	" .....	1892	1899
Walter .....	Davenport Rd..	McMurrich.....	" .....	1891	1897
Walker Av .....	Yonge .....	West limit .....	" .....	1888	1899
Wardell .....	DeGrassi .....	North terminns ..	" .....	1889	1898
Wascana .....	Sumach .....	186 ft. easterly ..	" .....	1891	1896
Waterloo .....	Gladstone Av..	Dufferin .....	" .....	1886	1896
Wellesley .....	Sumach .....	300 ft. east.....	" .....	1889	1899
Wellington .....	Peter .....	Clarence Sq. .....	" .....	1886	1896
Wellington .....	Church .....	Yonge .....	Asphalt .....	1889	1899
Wellington .....	Bay .....	York .....	" .....	1891	1899
Westmoreland A	Durham .....	Union .....	C. B .....	1890	1900
Westmoreland A	Bloor .....	Durham .....	" .....	1890	1900
Wilkins Av .....	King .....	North terminus ..	" .....	1888	1899
Wilson .....	Queen .....	King .....	" .....	Parkdale	1897
Withrow Av....	Broadview Av.	1,060 ft. east .....	" .....		1889
Woodland.....	North Drive...	Park Rd.....	C. B. & Gravel.	Yorkville	1897
Woolfrey .....	Broadview Av.	Bowden .....	C. B.....	1888	1899
Wright Av .....	Sorauren Av ..	Roncesvalles Av..	" .....	Parkdale	1897
Wright Av .....	Macdonnell Av.	Sorauren Av .....	" .....		1899
Wyatt Av.....	Sumach .....	River .....	" .....	1889	1898
Yonge .....	Davenport Rd..	Railway crossing.	" .....	1885	1897
York .....	Queen .....	King .....	" .....	1884	1895

## BROKEN STONE ROADWAYS.

Two and one-half miles of macadam roadways were constructed during the year, which is only half the length constructed the previous year; all of these were on residential streets. On Woolsley Street, what is known as a tar macadam road, was laid. It is the first and only one that has been put down in this City, and has not been down long enough to enable us to form any positive opinion as to its ultimate success. However, we have been so favorably impressed with it that others of the same description have been recommended, though we are still in the experimental stage with regard to their construction we feel that we can make improvements in future works of this class. Tables Nos. 7 and 8 show details of the streets paved with macadam.

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#### SCORIA BLOCK PAVEMENTS.

The portion of the roadway between the street railway tracks on York Street, and on College Street, from Yonge Street to McCaul Street, was paved with scoria blocks. The repaving of the track allowance on Parliament Street was commenced, but not completed owing to the lateness of the season. On all of these streets the track allowance portion of the roadway had been previously paved with asphalt, which had not given very good satisfaction, owing, perhaps, to the rails having been laid on wooden ties.

#### CEMENT CONCRETE AND BRICK SIDEWALKS.

The construction of permanent sidewalks has greatly increased. By referring to Table No. 2 it will be seen that 15.227 miles of cement concrete and 0.038 of a mile of brick sidewalks were laid in 1900, which is nearly treble the amount laid the previous year, and as regards concrete sidewalks in particular there was as much laid in 1900, as in all the seven preceding years together. See Table No. 7 for details of the permanent sidewalks constructed during the year.

#### DAY LABOR WORKS.

Last season twenty cement concrete sidewalks were constructed by day labor; for fifteen of which the City Engineer's tenders were the lowest received and the remaining five for different reasons were laid by day labor. Table No. 9 is a list of these different sidewalks, and shows their length, width and also the amount of the City's tender, the next lowest tender, and the actual cost of the work, etc. The last two columns show the loss or gain to the City, when the actual cost of the work is compared with the amount the work would have cost, if the City Engineer had not tendered, and the contracts had been awarded to the contractor submitting the lowest tender; besides there would have been the additional cost of inspection, if the work had been done by contract.

There was only one loss, and that was in connection with the walk on the north side of Bernard Avenue, between Avenue Road and Bedford Road, which was commenced in the autumn of 1899 and not completed until the end of October this year, being delayed through a dispute regarding the position of the telephone poles. After deducting the loss of \$87.64 on Bernard Avenue, the net gain to the City through laying these different walks by day labor was \$1,086.06 A list of the pavements constructed by day labor will be

TABLE No. 7

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Street.	From	To	Pavement	Curb	Clay or Curb.	Width,	Length.	Completed.
Contractor.								
Bloor	Blair	Avenue Road	Walmer Road .....	5 in. stone .....	26 ft.	3,064 ft. in.	May 21, 1900 Warren-Schafte	
Bloor	Blair	Simpson	7,358 ft. ....	4,919 4-in. stone .....	29 ft.	2,370 ft.	July 10, 1900 Construction and Paving Co.	
Bloor	Blair	George	1,884 ft. ....	680 4-in. stone .....	62 ft.	275 ft.	Aug. 24, 1900 " "	
Bloor	Blair	St. George	1,786 ft. ....	1,221 ft. concrete .....	24 ft.	615 ft.	Aug. 24, 1900 " "	
Bloor	Blair	Sixties	1,384 ft. ....	2,376 4-in. stone .....	34 ft.	1,167 ft. 8 in.	Jan. 20, 1900 " "	
Bloor	Blair	Colleges	3,043 ft. ....	3,123 4-in. stone .....	34 ft.	1,361 ft. 6 in.	Jan. 20, 1900 Warren-Schafte	
Bloor	Blair	Arthur	2,259 ft. ....	1,612 4-in. concrete .....	24 ft.	1,361 ft. 6 in.	Jan. 20, 1900 Construction and Paving Co.	
Bloor	Blair	St. George	6,275 ft. ....	4,188 4-in. stone .....	24 ft.	2,921 ft.	Jan. 25, 1900 " "	
Bloor	Blair	Spadina	1,020 ft. ....	624 4-in. stone .....	24 ft.	1,020 ft. 3 in. e. of	May 26, 1900 Warren-Schafte.	
Bloor	Blair	Bedford	2,427 ft. ....	1,624 4-in. concrete .....	24 ft.	863 ft.	June 14, 1900 " "	
Bloor	Blair	Bloor	5,275 ft. ....	4,215 4-in. stone .....	22 ft.	1,953 ft.	June 15, 1900 " "	
Bloor	Blair	Barton, running east.	2,847 ft. ....	2,592 4-in. stone .....	22 ft.	1,134 ft.	June 15, 1900 " "	
Bloor	Blair	Bedford	1,432 ft. ....	580 ft. concrete .....	34 ft.	3,270 ft. 6 in.	June 15, 1900 Construction and Paving Co.	
Bloor	Blair	Borden	3,100 ft. ....	1,361 4-in. concrete .....	34 ft.	1,987 ft. 7 in.	June 15, 1900 " "	
Bloor	Blair	Bloor	1,295 ft. ....	583 ft. N. 4-in. stone .....	24 ft.	1,186 ft. 4 in.	June 15, 1900 Warren-Schafte	
Bloor	Blair	Bedford Road	1,295 ft. ....	831 ft. concrete .....	21 ft.	405 ft.	June 15, 1900 Construction and Paving Co.	
Bloor	Blair	The bridge	943 ft. ....	524 4-in. stone .....	21 ft.	2,192 ft. 6 in.	July 11, 1900 " "	
Bloor	Blair	Uaber	3,847 ft. ....	1,705 4-in. stone .....	24 ft.	730 ft.	Sept. 1, 1900 Warren-Schafte.	
Bloor	Blair	750 ft. south	6,488 ft. ....	1,348 4-in. stone .....	28 ft.	1,982 ft.	Oct. 1, 1900 Construction and Paving Co.	
Bloor	Blair	Bathurst	1,754 ft. ....	1,348 4-in. stone .....	24 ft.	1,643 ft.	Aug. 24, 1900 Warren-Schafte.	
Bloor	Blair	Peter	4,380 ft. ....	4,000 4-in. stone .....	24 ft.	1,812 ft.	Aug. 24, 1900 Construction and Paving Co.	
Bloor	Blair	G. T. tracks	5,000 ft. ....	5,154 4-in. stone .....	24 ft.	2,012 ft.	Aug. 24, 1900 Warren-Schafte.	
Bloor	Blair	Baldwin Ave.	2,988 ft. ....	3,225 4-in. stone .....	24 ft.	1,383 ft.	Dec. 3, 1900 " "	
Bloor	Blair	Harold	4,066 ft. ....	2,725 ft. concrete .....	24 ft.	1,462 ft.	Dec. 3, 1900 " "	
Bloor	Blair	Montgomery	3,866 ft. ....	None .....	28 ft.	1,334 ft.	July 25, 1900 Construction and Paving Co.	
Bloor	Blair	McKinnon	3,972 ft. ....	None .....	28 ft.	1,473 ft.	Aug. 24, 1900 Construction and Paving Co.	
Bloor	Blair	Simpsons	3,935 ft. ....	3,074 ft. 4-in. stone .....	20 ft.	1,408 ft. 6 in.	Oct. 25, 1900 Warren-Schafte.	
Division on Contractors.								
King	King	King	King	King	King	94,586 ft.		

4 in. x

696

BRICK OR BROKEN STONE.						
	Pearson Ave. ....	Queen St. ....	Bathurst St. ....	Palmerston Ave. ....	Wood St. ....	May 1, 1900
Weller	2,808	2,427	Wood, stone .....	21	1,158	Dem., Pav. and Contracting Co.
Wilmot	1,640	1,468	4-in. stone .....	24	612	May 31, 1900
Winnipeg	656	588	4-in. stone .....	24	349	Wm. E. Grant & Co.
Winnipeg	2,707	1,539	4-in. stones .....	24	714	Aug. 16, 1900 Dem., Pav. and Contracting Co.
Winnipeg		7,409				
GRAVEL.						
	Yonge Street .....	Queen's Park .....	None .....	None .....	28	July 14, 1900 City of Toronto.
Administrator	5,348	5,348	.....	.....	1,602	
Administrator						1,602

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found in Table No. 10, which shows the class and length of pavement, the City's tender, the next lowest tender and the actual cost of the work, etc.

The last two columns in this table, as in Table No. 9, show the loss or gain, when the actual cost is compared with the lowest contractor's tender. By referring to it, it will be seen that Buchanan Street brick pavement is the only one on which there was a loss, the amount of which was \$91.88. This can be accounted for through the work of laying the curb, having been started late in 1899, when, through the failure of the Canadian quarries to supply the demand, it was necessary to import stone curbing from the United States at a greater cost; and about the time the pavement was started in the spring, the 18 cent per hour resolution respecting laborers' wages passed Council, which raised the cost of labor 20 per cent., the work having been tendered for when the minimum rate of wages was 15 cents per hour.

All the other works in this table show gains, which aggregate, after deducting the \$91.88 loss on Buchanan Street, \$4,122.93.

The City's was the only tender for the paving of the lane between Dorset Street and John Street, so there is neither loss nor gain shown in the table; also, there is nothing shown in connection with the cobble stone pavement on Farquhar's Lane, as there was only one tender received besides the City's, and the contractor, through an error, made his price greater than he intended. The cost of each of these pavements was within our tendered price. Table No. 7 shows in detail all the pavements, roadways and permanent sidewalks constructed during the year.

Yours faithfully,

W. A. CLEMENT,  
*Assistant Engineer in charge of Roadways.*

TABLE No. 8.

Class of Pavement.	Total sq. yds. in City.	Total miles in City.	Square yards laid 1900.	Miles laid in 1900.	Year first laid in 1900.	Maximum grade of pavement.	Guaranteed period of years.	Maximum cost per sq. yd. 1900.	Minimum cost per sq. yd. 1900.	Average cost per sq. yd. 1900.
Asphalt . . . . .	587,697	30.810	94,286	6.348	1888	3.03 in 100	10 {	2.80(heavy) 2.35(light)	2.70(heavy) 2.15(light)	2.75(heavy) 2.25(light)
Brick on concrete . . . . .	145,889	7.710	23,699	1.516	1893	{ 4.80 in 100	5	1.82	1.64	1.73
Brick on broken stone . . . . .	15,031	.842	7,409	0.516	1899	5	1.56	1.32	1.30	1.44
Brick on gravel . . . . .	32,009	2.218	6,06	0.057	1896	5	1.30	1.25	1.25	One only in 1900.
Cedar block . . . . .	1,755,882	86.450	113,174	7.842	1881	7.18 in 100	1	63	49	54
*Gravel. . . . .	76,862	5.340	5,248	0.303	1880	3.60 in 100	1	.....	.....	.....
+Scoria and granite . . . . .	40,122	.680	.....	.....	1884	5.16 in 100	1	.....	.....	.....
Macadam . . . . .	654,817	47.810	39,378	2.503	.....	6.65 in 100	1	1.25	71	Depth of stone varies from 8 to 16 inches

\* One only in 1900, and it was the repairing of an old road.

† Street railway track allowance not included in total mileage.

TABLE No. 9.  
CONCRETE SIDEWALKS CONSTRUCTED BY DAY LABOR DURING 1900.

TABLE No. 10.  
TABLE SHOWING COST OF PAVEMENTS CONSTRUCTED BY DAY LABOR DURING THE YEAR 1900.

Street.	From	To	Class of Pavement.	Length in Feet.	City's Tender.	Next Lowest Tender.	Difference Between City's Tender and the Next Lowest Tender.			
							Total Cost of Work Excluding Cost of Interest on Money.	Work Excluding Cost of Interest on Money.	Loss.	Gain.
Atkins Av . . .	Brock Av . . .	East end . . .	Brick . . . . .	303	\$ 1,055 c. 00	1,193 10	\$ 60 c. 30	929 40	\$ 323 c. 90	
Buchanan . . .	Yonge . . . . .	Teraulay . . . . .	Brick . . . . .	704	4,049 00	4,140 00	4,231 88	31 96 4,263 84	91 88	
Davenport Rd. . .	Avenue Rd. . . . .	636 ft. west . . .	Macadam . . . . .	636	2,800 00	2,994 00	2,821 49	114 33 2,935 82	.....	172 51
*Farquhar's La. . .	Front . . . . .	Espalanae . . . . .	Cobble Stone . . . . .	360	748 00	1,666 00	704 54	99 57 804 11	.....	
Grosvenor . . . . .	Yonge . . . . .	Queen's Park . . . . .	Gravel . . . . .	1,602	1,600 00	1,808 44	1,009 16	170 34 1,179 50	.....	799 28
Lane 1st south Dorset . . . . .	Dorset . . . . .	John . . . . .	Brick . . . . .	194	888 00	No t'nd'r	863 48	54 40 917 88	.....	
Lane 1st south Yonge . . . . .	Yonge . . . . .	Scott . . . . .	Brick . . . . .	291	1,540 00	1,766 00	1,478 47	18 11 1,496 58	.....	287 53
of Front. . . . .										
McDonnell Sq.. . .	Bathurst . . . . .	Defoe . . . . .	Macadam . . . . .	523	940 00	997 00	746 37	.....	746 37	
Spadina Cr. . . . .	N.s. Crescent . . . . .	College . . . . .	Brick . . . . .	1,682	1,957 00	2,003 00	1,523 54	.....	1,523 54	
*Sherbourne . . . . .	Bridge . . . . .	South Drive. . . . .	Concrete . . . . .	1,076	1,621 00	3,097 00	1,175 23	.....	1,175 23	
Spadina Av. . . . .	King . . . . .	Front . . . . .	Macadam . . . . .	964	7,351 00	7,865 00	6,834 27	338 40 7,172 67	.....	1,030 73
										91 88 4,214 81

\*The number of square yards of pavement on Sherbourne Street was reduced so that the City tender would have been \$1,071, and the next lowest tender \$2,046 instead of \$1,621 and \$3,097 respectively, as stated above.

The prices for the pavement on Farquhar's Lane cannot be compared, as there was only one other tenderer and the contractor made an error in his tender.

TABLE  
SHOWING ROADWAYS, PAVEMENTS, SEWERS AND SIDEWALKS RECOMMENDED  
AS LOCAL IMPROVEMENTS FROM 1890 TO 1900 INCLUSIVE, AND ALSO  
NUMBER OF RECOMMENDATIONS PETITIONED AGAINST.

<i>Roadways.</i>			
Year.	Roadways.	Petitioned	Against.
1890 . . . . .	84 . . . . .	.....	5
1891 . . . . .	67 . . . . .	.....	3
1892 . . . . .	87 . . . . .	.....	2
1893 . . . . .	113 . . . . .	.....	6
1894 . . . . .	20 . . . . .	.....	9
1895 . . . . .	75 . . . . .	.....	32
1896 . . . . .	64 . . . . .	.....	33
1897 . . . . .	113 . . . . .	.....	31
1898 . . . . .	136 . . . . .	.....	27
1899 . . . . .	197 . . . . .	.....	55
1900 . . . . .	132 . . . . .	.....	34
Total . . . . .	1,088 . . . . .	.....	237
<i>Sewers.</i>			
Year.	Sewers.	Petitioned	Against.
1890 . . . . .	121 . . . . .	.....	..
1891 . . . . .	81 . . . . .	.....	1
1892 . . . . .	28 . . . . .	.....	..
1893 . . . . .	13 . . . . .	.....	..
1894 . . . . .	7 . . . . .	.....	..
1895 . . . . .	3 . . . . .	.....	2
1896 . . . . .	5 . . . . .	.....	2
1897 . . . . .	3 . . . . .	.....	..
1898 . . . . .	3 . . . . .	.....	..
1899 . . . . .	13 . . . . .	.....	1
1900 . . . . .	14 . . . . .	.....	1
Total . . . . .	291 . . . . .	.....	7
<i>Sidewalks.</i>			
Year.	Wooden Sidewalks.	Permanent Sidewalks.	Petitioned Against.
1890 . . . . .	370 . . . . .	37 . . . . .	..
1891 . . . . .	214 . . . . .	14 . . . . .	1
1892 . . . . .	219 . . . . .	7 . . . . .	..
1893 . . . . .	179 . . . . .	1 . . . . .	..
1894 . . . . .	147 . . . . .	9 . . . . .	7
1895 . . . . .	198 . . . . .	18 . . . . .	40
1896 . . . . .	108 . . . . .	12 . . . . .	30
1897 . . . . .	116 . . . . .	27 . . . . .	41
1898 . . . . .	344 . . . . .	64 . . . . .	71
1899 . . . . .	437 . . . . .	88 . . . . .	63
1900 . . . . .	408 . . . . .	145 . . . . .	81
Totals . . . . .	2,740 . . . . .	422 . . . . .	334

## SEWERS, DRAINS AND SPECIAL WORK.

TORONTO, December 31st, 1900.

MR. C. H. RUST, Esq.,

*City Engineer.*

DEAR SIR,—I beg to submit the following report of the work performed by this Department during the year ending 31st December, 1900.

During the year the following sewers were constructed :

12-in. tile pipe.....	4,220	lin. feet.
15-in. tile pipe.....	277	"
15-in. tile pipe relaid in concrete .....	566	"
15-in. tile pipe relaid.....	200	"
2-ft. x 3-ft. brick sewer .....	897	"

There are  $232\frac{1}{2}$  miles of sewers in the City. *160*

During the year there were

- 76 new manholes built.
- 173 manholes repaired.
- 661 new gullies built.
- 313 gullies repaired.

72 miles of sewers were flushed and cleaned.

The following is a list of the plans made or revised during the year :

- 122 drawings and day labor or contract plans.
- 92 tracings.
- 382 sewer plans revised.

There are at present 66 flush tanks in the City, which are inspected every week. All are in good working order.

### QUEEN STREET CULVERT, SIX-FOOT ARCH.

The old stone culvert across Queen Street at Ashbridge's Estate, east of Greenwoods Avenue, was found in a very bad condition, some of the roof having fallen in. It was reconstructed for a length of 42 feet under the car tracks, at a cost of about \$325.

### GENERAL SEWER REPAIRS.

During the year many short pieces of pipe sewers, which were thought to be defective, were uncovered and repaired.

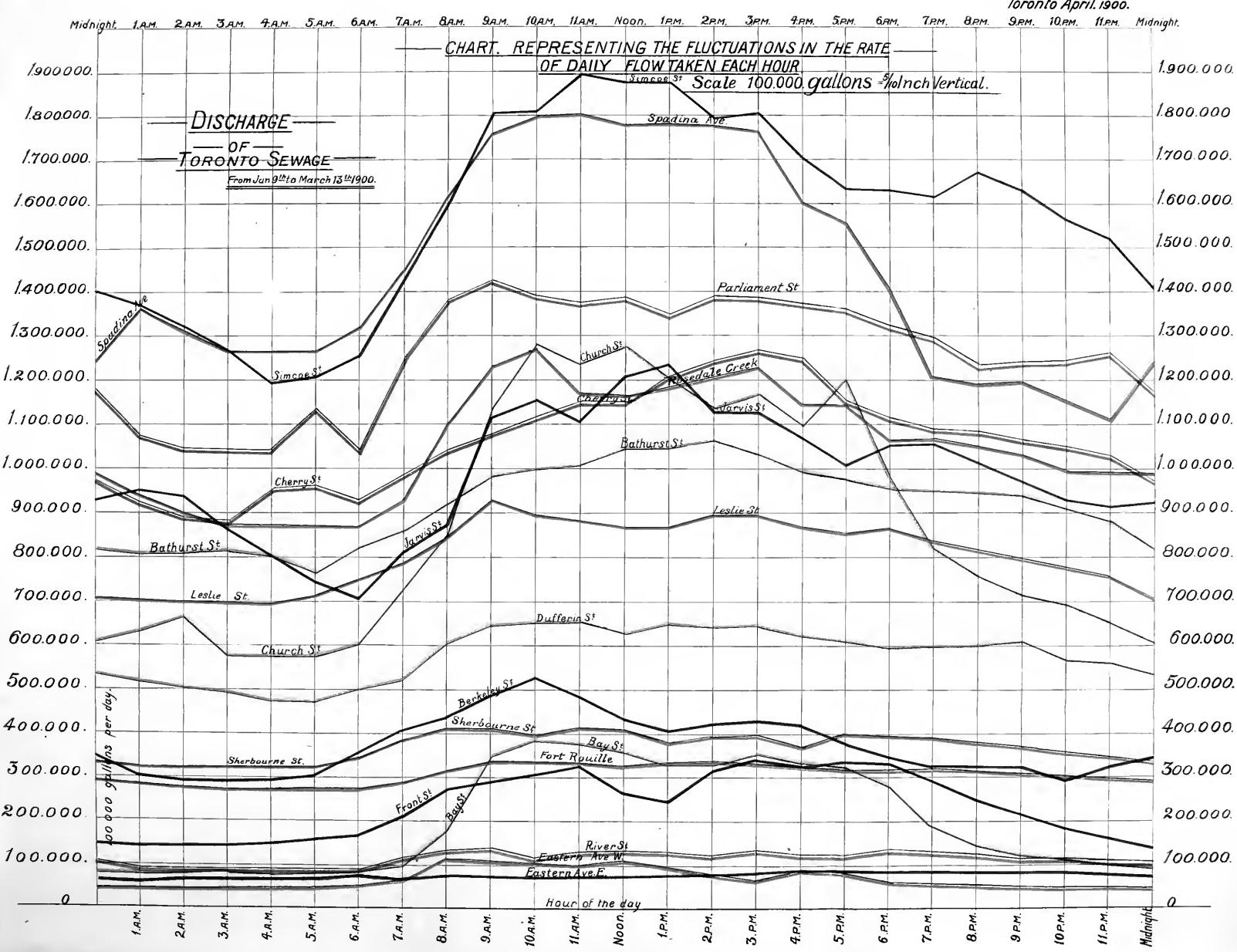
In most cases the joints were found to need cementing, while in some cases the pipes were cracked or broken. In repairing all pipe sewers over 12 inches in diameter an arch of concrete is now added to strengthen the pipe.

DRY WEATHER FLOW OF SEWERS TORONTO CANADA.

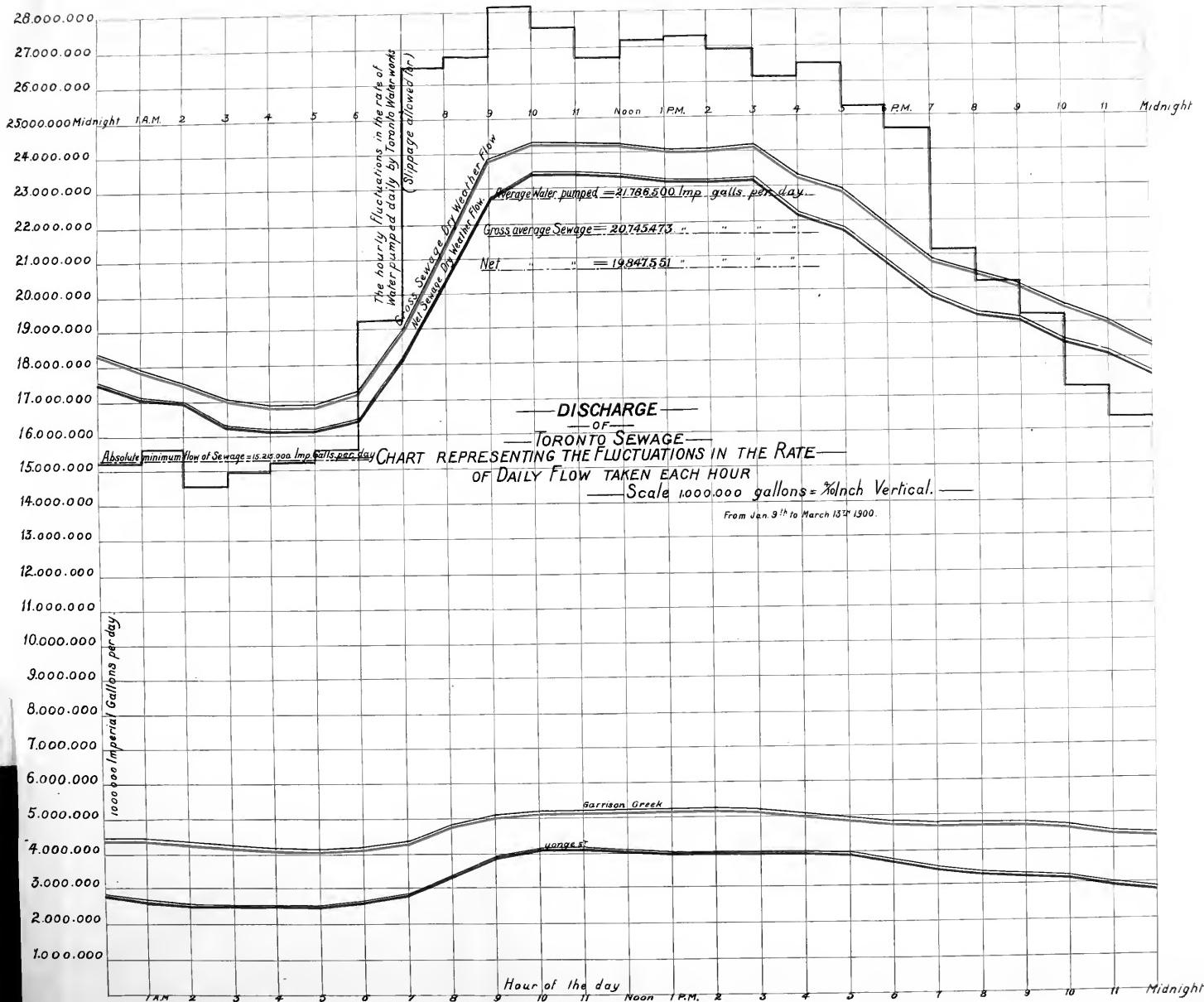
TAKEN JAN<sup>Y</sup>, FEB<sup>Y</sup> AND MARCH 1900. IMPERIAL GAL<sup>Y</sup> PER DAY BEING CALCD BY FRANCIS' FORMULA + GAL<sup>Y</sup> PER MIN = 2,4953(L - 1<sup>0</sup>)D<sup>2</sup> (VELOCITY OF APPROACH ALLOWED FOR)

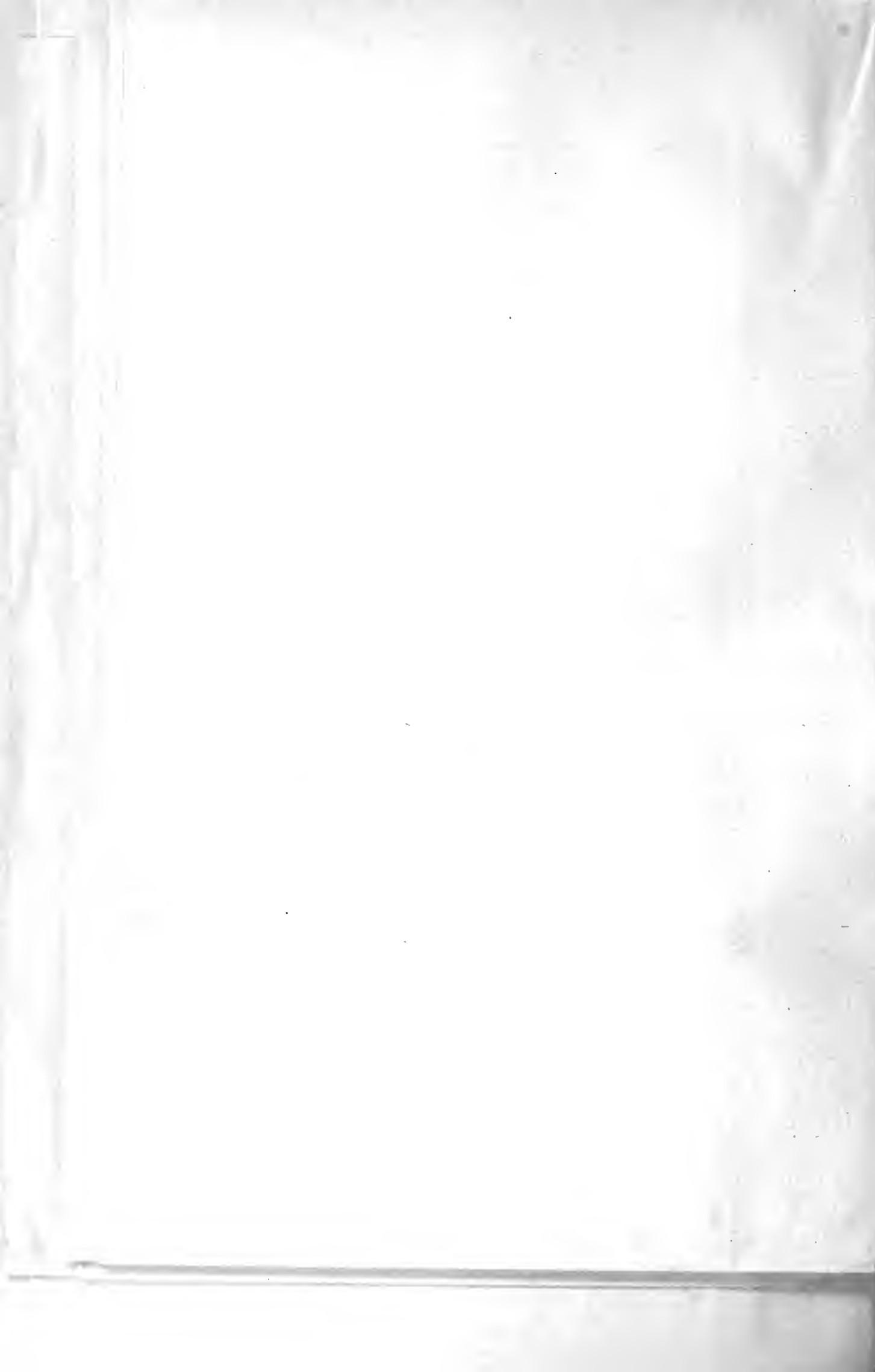
—WEST TORONTO JUNCTION AND COUNTY WATER.—











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FILTER BED CROSS SECTIONS.

In the preparation of sewage disposal plans, a large amount of ground north, east and south of the Woodbine race course, and south of Queen Street from Leslie Street to Woodbine, and at the Old Fort and the Garrison Creek Sewer outlet has been cross-sectioned, and plans made showing contours. These cross-sections have been carried out into the Lake or Ashbridge's Bay, and soundings taken to hard bottom.

MEASURING FLOW OF SEWAGE.

As a preliminary to designing filter beds for sewage disposal, weirs were placed in each main sewer in the City near its outlet, and accurate measurements taken of the dry weather flow of sewage, for each hour of the day and night. The results are given in detail in the accompanying charts, the general result being a gross dry weather flow of sewage of 20,745,000 imperial gallons per day, or deducting water received from West Toronto Junction sewers, or County water taken in at the City boundary of 898,000 imperial gallons per day, leaving a net amount of 19,847,000 imperial gallons of City sewage per day.

LOCATING MANHOLES AND CULVERTS.

Many of the sewers built from twenty to fifty years ago were not fully recorded as to structures, position or depth, and during the year measurements have been taken on 351 streets or portions of streets, obtaining information which has been placed on the sewer plans.

PRIVATE DRAINS.

The following is a statement of the private drains constructed during the year to December 31st, inclusive :

Month.	6-in. ft.	9-in. ft.	12-in. ft.
January .....	353	33	....
February.....	327½	33	....
March .....	715	66	....
April .....	2,468	132	....
May .....	1,595½	....	....
June.....	1,399	33	....
July .. .	1,289	181	33
August.....	1,426	182	....
September .....	1,312	33	....
October .....	1,884	226	....
November .....	1,655½	86	....
December .. .	711	20	....
Total .....	15,135½	1,025	33

In addition to the above, 52 private drains were repaired and 18 private drains were flushed out during the year.

The attached schedules and diagrams give all the information relating to cement tests made in this Department from July 1st, 1899, to July 1st, 1900. The brick testing is done by this Department; also all other special Engineering work, exclusive of Roadway work, was performed by the staff of this Department.

#### SPECIAL WORK.

##### QUEEN STREET BRIDGE ABUTMENTS.

These abutments were practically completed in 1899, the last work being done on January 9th, 1900.

##### TAKING DOWN QUEEN STREET TEMPORARY BRIDGE, ETC.

In August, when traffic was opened on the new Queen Street Bridge over the Don River, the temporary bridge immediately to the south of it was taken down, the piles pulled out, the C. P. R. station moved back to a position close to the new bridge and platforms rebuilt. New gates were contracted for with Piper & Sons for protecting Queen Street at the crossing of the railway tracks at the west end of the bridge, and were erected by them.

##### KEATING'S CHANNEL PILING.

The sheet piling on the north side of Keating's Channel, from the Don Rowing Club building eastward, was extended 165 feet toward Keating's Channel Bridge. There is about 200 feet still to do at this point on the north side.

##### DON RIVER PILING AT QUEEN STREET.

The sheet piling on both sides of the Don River at Queen Street has been completed, a length of about 250 feet having been constructed at a cost of \$1,500.

##### DREDGING SEWAGE DEPOSITS OUT OF SLIPS.

The following dredging has been done by the contractor for slip dredging during the season:

- Queen's Wharf channel (Bathurst Street sewer).
- Yonge Street sewer outlet.
- Church Street slip.
- Jarvis Street slip.
- Entrance to Sherbourne Street slip
- Sherbourne Street slip.
- Entrance to Berkeley Street slip.
- Berkeley Street slip (two-thirds done).

*Condensed Table of Cement Tests*

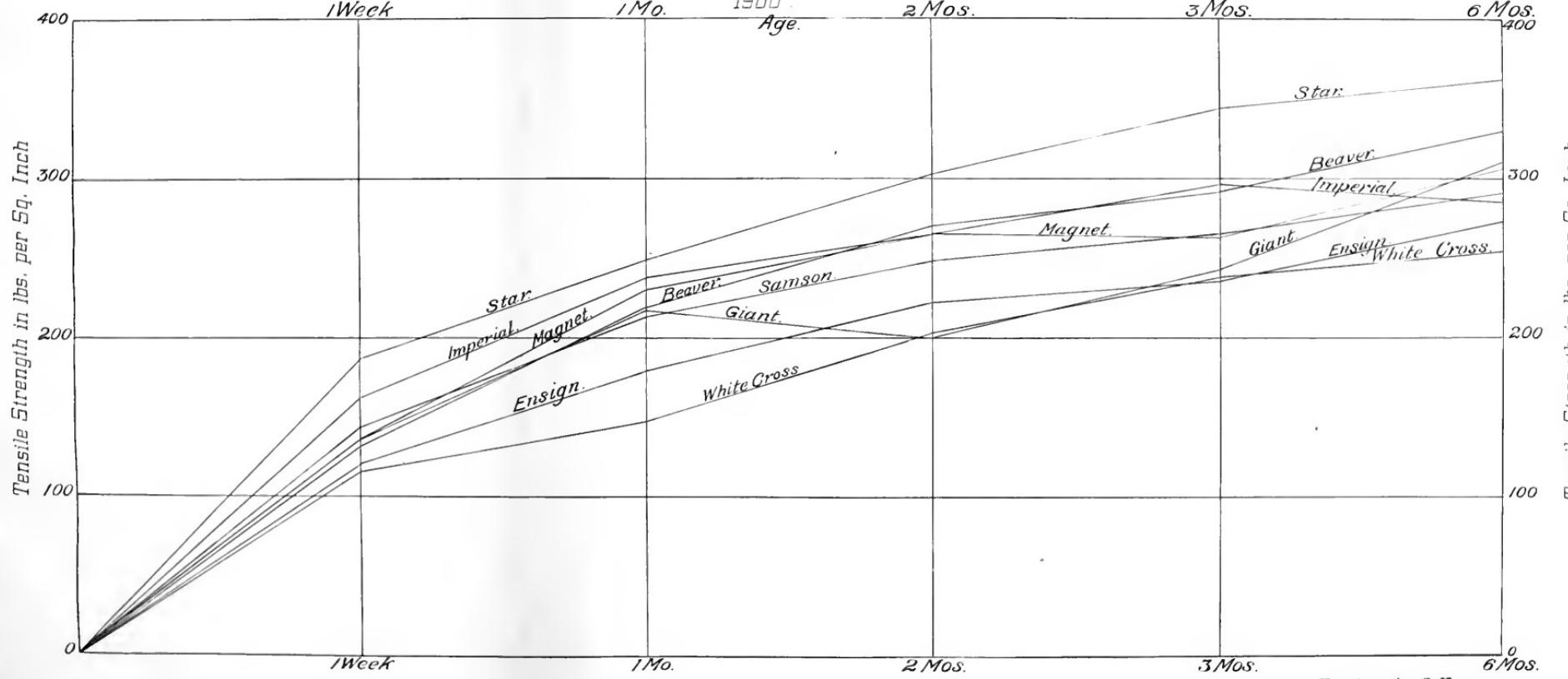
July 1/99 to July 1/00

Tensile Strength in lbs. per Sq. Inch

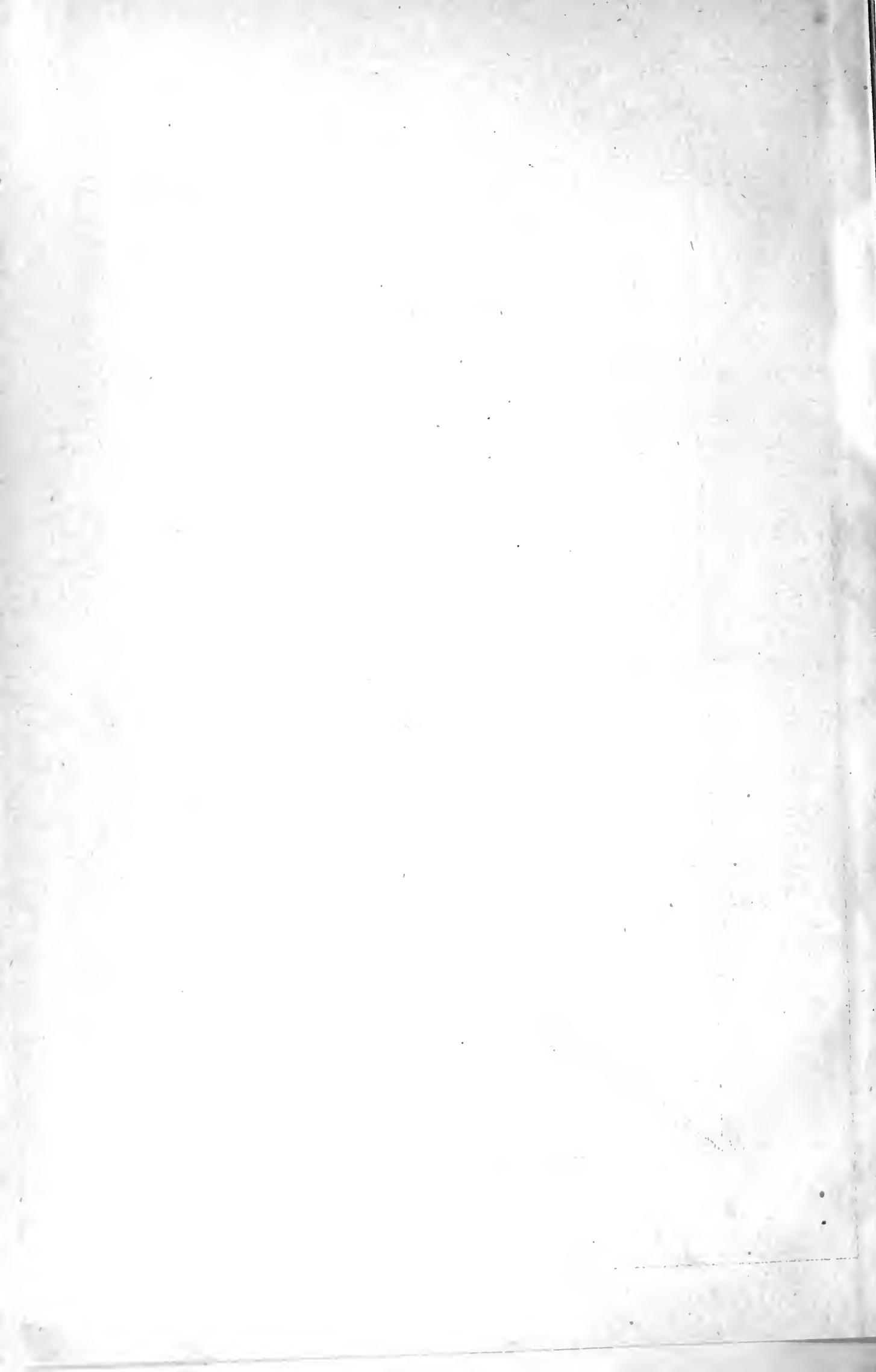
Brand of Cement	No. of Samples Tested	Average Specific Gravity	Result of Blowing Test	Residue % Sieves, Meshes per inch			Tensile Strength NEAT				Tensile Strength 3-1							
				% Average of Water			% Average of Water				% Average of Water							
				50	70	100	1 Week	1 Mo.	2 Mo.	3 Mo.	6 Mo.	1 Week	1 Mo.	2 Mo.	3 Mo.	6 Mo.		
Star	40	3.08	Good	0.0	0.6	1.7	24.6	509	548	623	639	11.9	186	249	303	344	362	
Beaver	6	3.07	"	0.0	0.7	2.2	24.5	403	466	504	535	565	11.8	130	219	270	290	329
Sanson	8	3.09	"	0.7	2.6	3.8	24.8	409	494	517	559	615	11.9	145	213	247	264	291
Ensign	16	2.95	"	0.0	0.0	0.3	24.5	366	450	521	538	580	11.7	122	179	222	236	274
White Cross	6	3.05	Fair	0.6	8.2	13.5	25.7	336	427	454	527	523	12.0	116	147	203	237	255
Imperial	4	3.06	Good	0.0	0.3	2.4	38.0	432	427	441	524	554	14.0	163	239	265	296	287
Magnet	3	2.92	"	0.0	0.0	0.3	25.0	387	484	558	560	570	12.0	136	232	265	263	306
Giant	1	2.97	"	0.0	3.0	7.0	26.0	510	597	495	476	420	12.0	136	217	200	242	310



Cement Mortar—3 to 1  
1900  
Age.

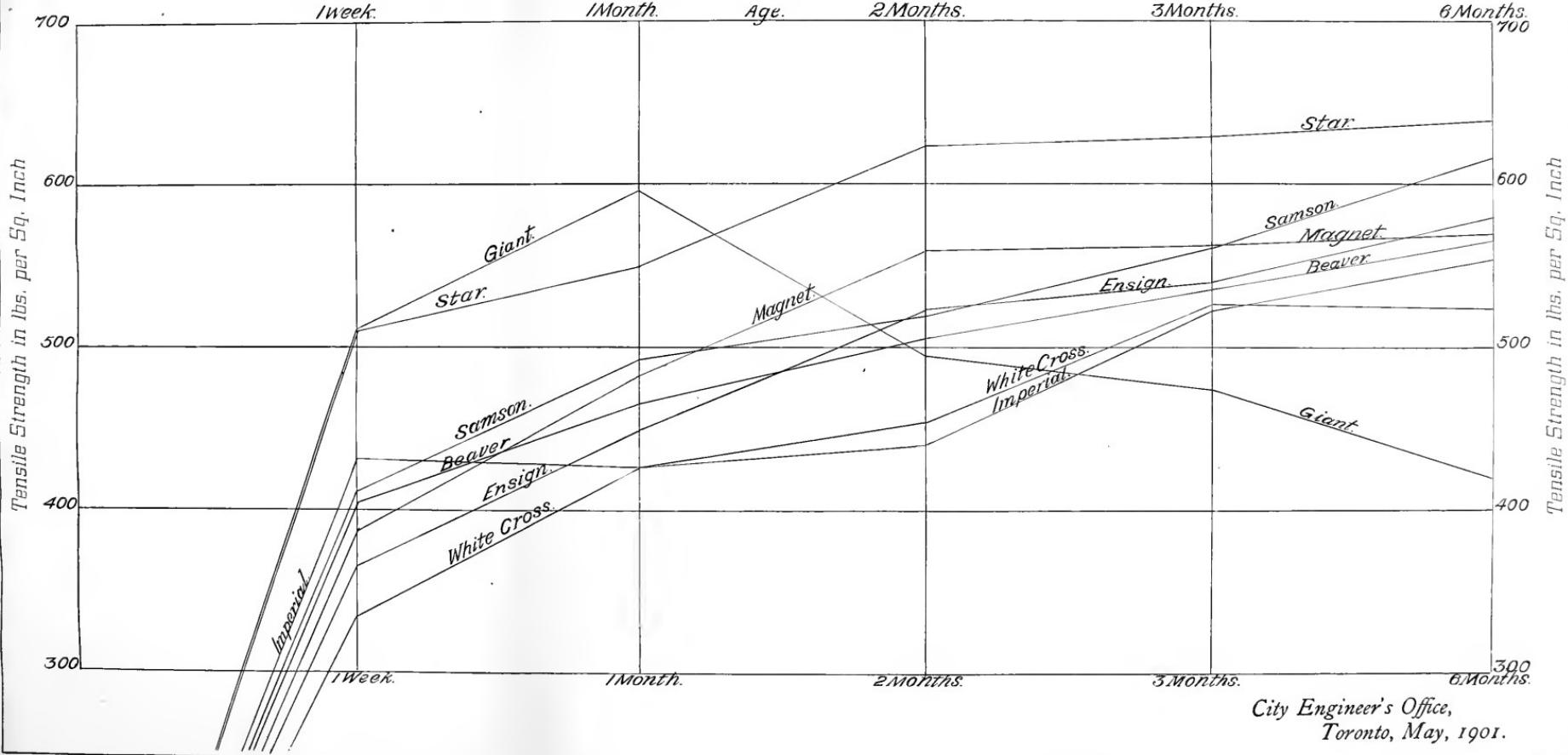


City Engineer's Office,  
Toronto, May, 1901.

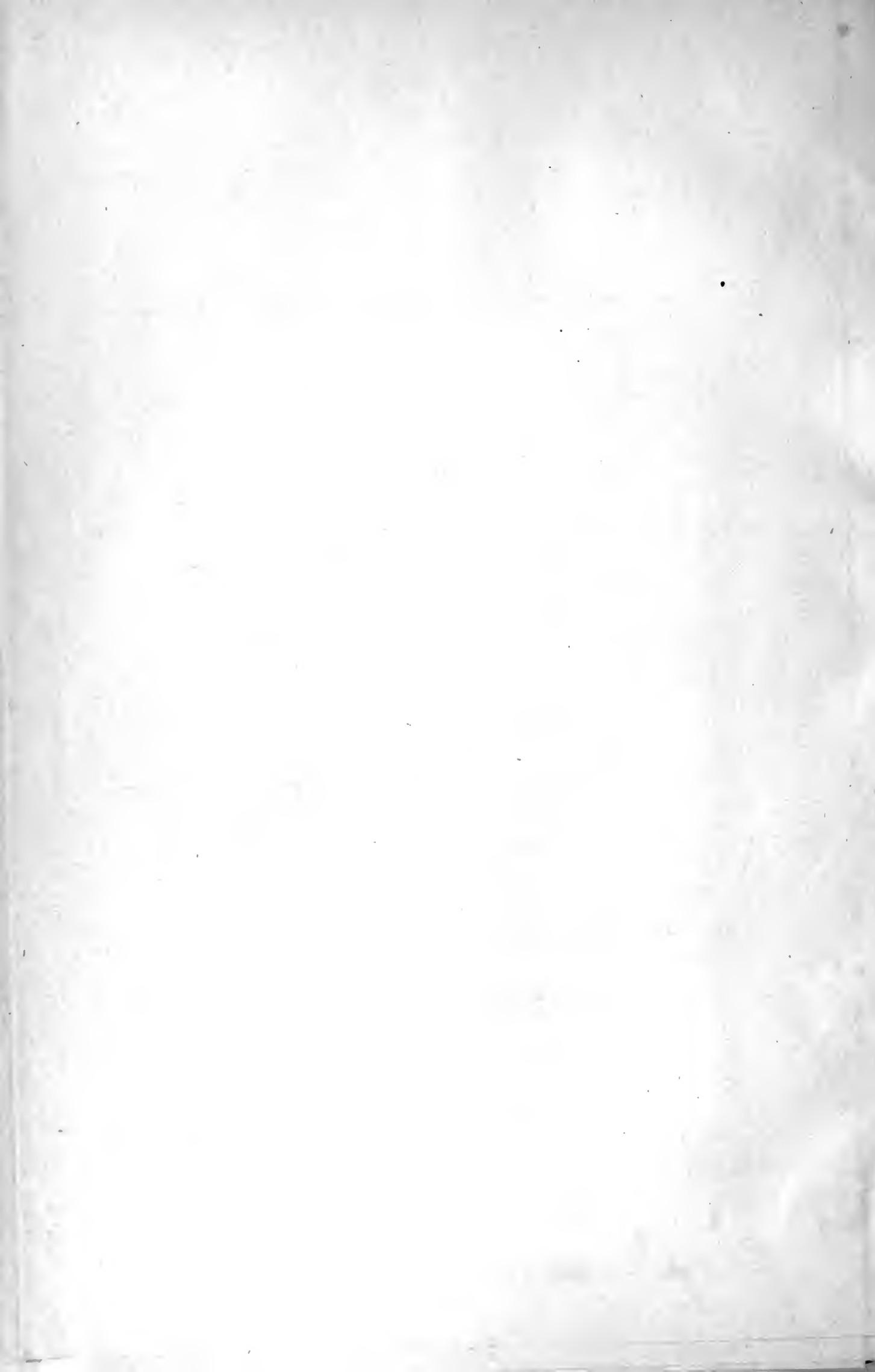


# Neat Cement Tests

1900



City Engineer's Office,  
Toronto, May, 1901.



The excessive amount of material necessary to remove to obtain an entrance for the dredge to Sherbourne Street and Berkeley Street slips has increased the cost of the work this year to a total of \$7,500.

#### SAND PUMP DREDGING.

The sand pump "Daniel Lamb" has been continuously engaged during the season. Shields' Cut, Ashbridge's Bay, and Keating's Channel were both deepened. The remainder of the season was spent at the Island doing the following work :

Widening Clandeboye Avenue and Long Pond east of Hallam's Bridge ; cutting channels toward the Yacht Club from Clandeboye Avenue, and opening up a channel and filling in low land at Block-house Bay. The amount of material removed during the season was 70,000 cubic yards, at a cost of slightly over 7 cents per cubic yard.

The dredge has just been put on the dry dock and thoroughly overhauled, recaulked and laid up for the season.

#### DREDGING BERTRAM'S SLIP.

Under instructions, an agreement was entered into with contractor Simpson on November 26th for dredging out the slip at Bertram's ship yard, which was about  $7\frac{1}{2}$  feet deep on an average. This had been dredged to a depth of 10 feet at zero water for a length of 400 feet and width of 65 feet. The material was a mixture of rock boulders and clay, and the dredging was done to the solid rock ; about 2,500 cubic yards in all was taken out.

#### STREET RAILWAY RECORDS.

During the year, complete records have twice been taken from 5.30 a.m. to midnight of the traffic on the various car routes of the Toronto Railway Co., and returns made showing number of cars, number of passengers sitting, number of passengers standing, etc. In addition to this, complete records of the actual schedule under which the cars on various routes were running have been taken quite often, and returns made showing whether or not it is in conformity with the schedule recommended by the City Engineer and adopted by Council. Various other miscellaneous records have been taken referring to proposed changes of routes or complaints made by citizens, etc. This has necessitated the employment of from one to twenty men for a large portion of the year.

Yours faithfully,

CECIL B. SMITH,

*Assistant Engineer.*

MAXIMUM AND MINIMUM TEMPERATURES, AND RAINFALL AND SNOWFALL.

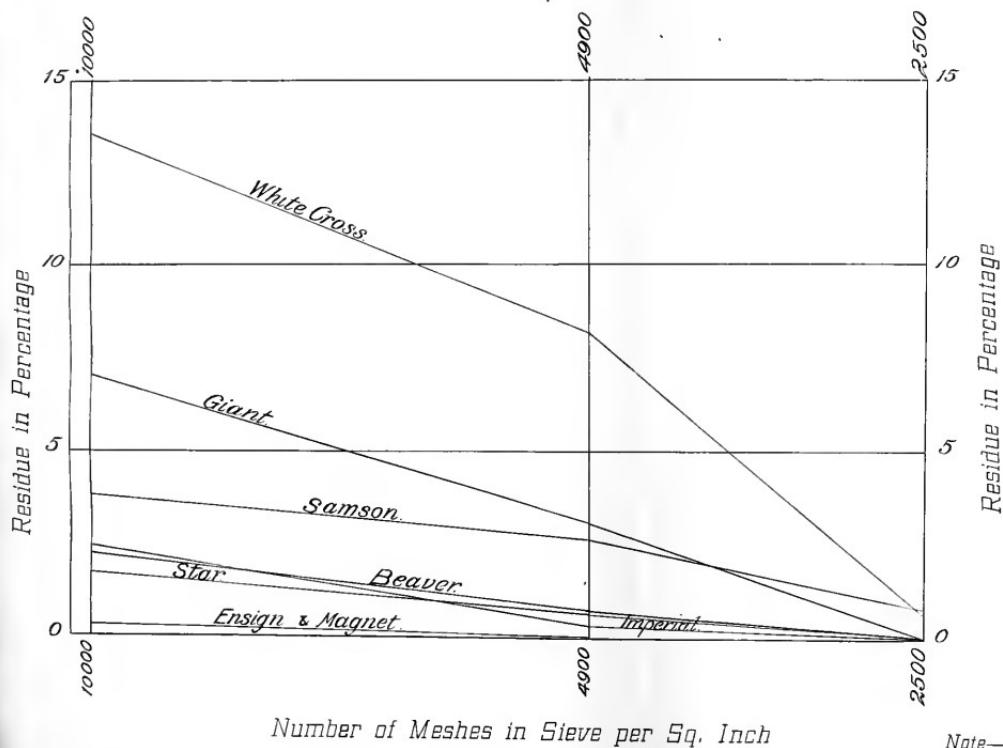
TORONTO, 1900.

	Temperature.		Precipitation.	
	Maxi'um	Mini'um	Rain.	Snow.
January.....	° 46.0	° 0.0	in. 0.470	in. 14.7
February.....	48.0	-9.6	2.140	30.7
March.....	43.8	-3.0	1.620	18.3
April.....	70.7	21.3	1.830	*
May.....	87.5	30.5	0.995	*
June.....	89.4	44.4	2.425	....
July.....	94.4	48.1	2.730	....
August.....	98.0	51.3	2.745	....
September.....	91.7	44.0	1.425	....
October.....	83.0	25.9	2.115	....
November.....	64.8	14.1	3.025	8.7
December.....	48.4	-1.5	0.610	2.2
Year .....	98.0 6th Aug.	-9.6 26th Feb	22.130	74.6

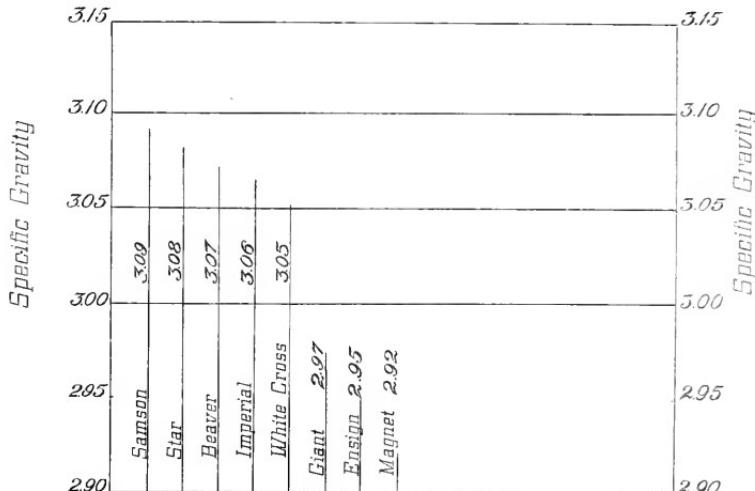
\* Too small to measure.

OBSERVATORY, TORONTO,  
18th May, 1901.

1900  
Cement Sifting Diagram



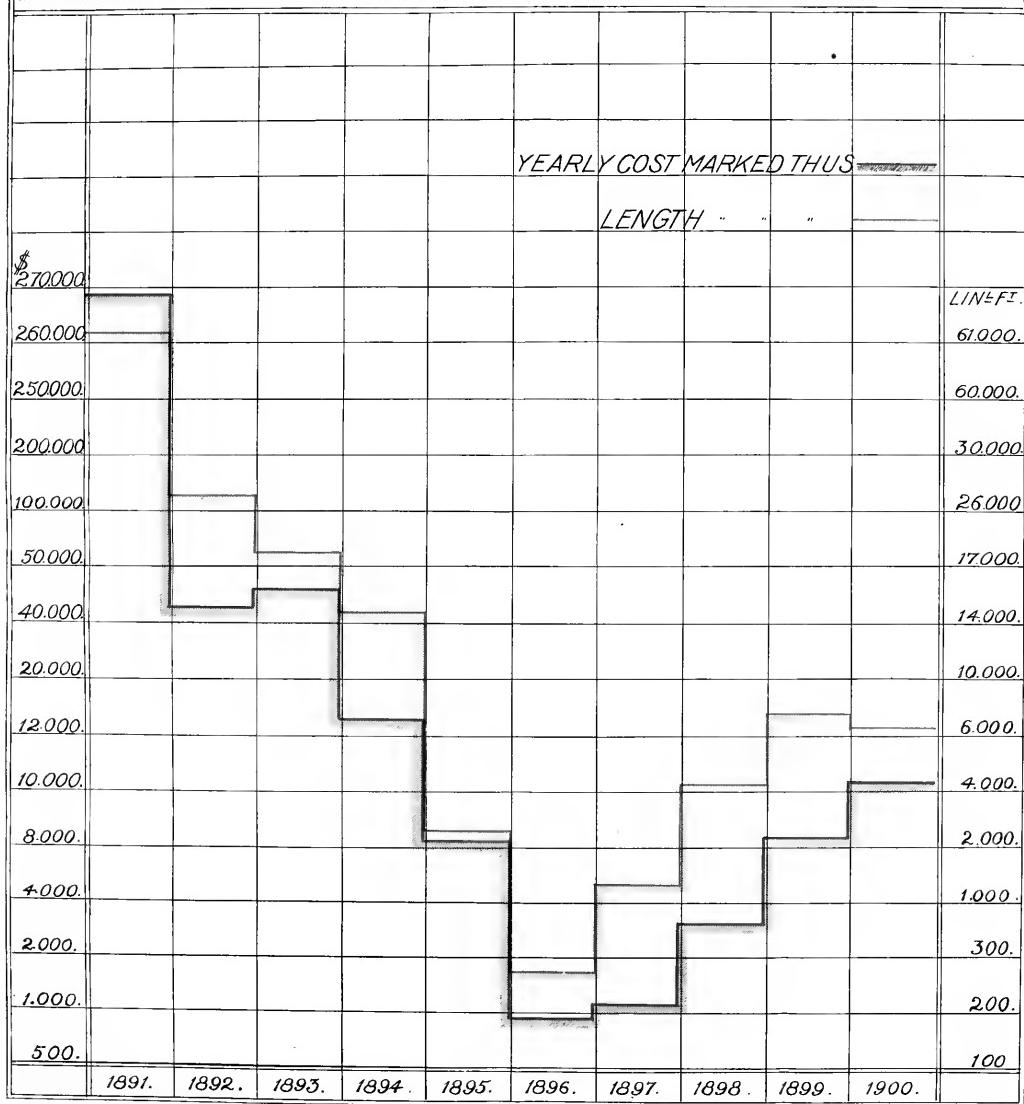
Cement  
Specific Gravity Diagram  
1900



Note—All Portland Cements except "Ensign" and "Magnet"—Sand Portland Cements

City Engineer's Office,  
Toronto, May, 1901.

DIAGRAM/ILLUSTRATING YEARLY COST & LENGTH OF SEWERS FROM 1891 TO 1900.



## BRIDGES.

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CITY ENGINEER'S OFFICE,

Toronto, December 31st, 1900.

C. H. RUST, Esq.,  
*City Engineer.*

DEAR SIR,—The following is a report of the bridge work done during the past year:

CHERRY STREET BRIDGE.—In place of the crib in the centre of the river, that was overturned in the spring of 1899, a new structure has been erected consisting of close piling and walings, with a portion of the old crib. This structure has been securely placed and brought up to the original level, as a support to the end of the bridge when opened, and attached by longitudinal timbers to the centre crib. A cutwater face has been constructed to this crib to break the ice when freshets occur. A new wearing course has been laid on the deck, the land cribs repaired, and the turning machinery overhauled and adjusted.

GLEN ROAD BRIDGE.—The repairs to and re-construction of the deck of this bridge, commenced in 1899, were completed in the month of January, 1900, although reported as complete in the report of 1899. One of the diagonal braces on the south trestle on Rosedale Drive was broken and was taken out, repaired and fixed.

LAMB'S DRAW BRIDGE.—This bridge requires constant attention, having served the purpose for which it was erected, and should be replaced by a permanent steel structure. I recommend that a bridge of about 40 ft. span, with 20 feet between main trusses, be constructed, which could be raised so as to give a clear headway of 30 feet, and paralleled to the surface of the stream. Considerable repairs had to be made during the year to keep the structure in working order, adjustment oftentimes causing more trouble than repairs or renewals.

DANFORTH AVENUE BRIDGE.—This structure which carries the traffic over a small stream near Jones Avenue, has been entirely reconstructed. It is now in three spans, a centre one of 20 feet, and two outer ones of 15 feet each. A new hand-railing was provided and the bridge is now in good condition.

STRACHAN AVENUE BRIDGES.—These bridges have been overhauled, the mudsills and posts examined and renewed where necessary, a new wearing course laid on the deck of the south bridge and the hand-railing and sidewalks repaired. On or about the 22nd September the sidewalk on the east side of the north bridge caught fire, but it was extinguished before much damage was done, a few sidewalk planks only being destroyed, which were replaced. On the 1st December, some of the stringers and the bottom chord of the east truss of the north bridge were destroyed by an overloaded train. New trusses and one new needle beam were put in, and the stringers and planking were replaced by Grand Trunk Railway men. While the deck was uncovered for these repairs, I found the underplanking and stringers very much decayed. The entire decks of these bridges must be replaced during the coming season.

CASTLE FRANK BRIDGE.—The supports of this bridge at the north end were found to be much decayed. The decayed part was removed and replaced. Some slight repairs were made to the other portions of the bridge.

WINCHESTER STREET BRIDGE.—During the spring freshets the scour of the river had undermined the piling and carried the earth filling away at the east end of the bridge, and in the early part of June the piles had bulged towards the water, and let down that part of the deck. A temporary ramp was put in so as to keep the traffic going until new piles could be procured. A contract was let to Messrs. Medlar & Arnot, who drove a close row of piles and secured them with iron rods from walings to back piles and logs. The bridge was raised to its proper position and newly planked, so as to make the deck planking independent of the earth filling. It was extended for about 25 feet eastward and supported on wood sills sunk into the road bed.

DUPONT STREET CULVERT.—A new plank covering was placed on this culvert, but the substructure must be renewed in the near future.

ISLAND PARK BRIDGE.—A new bridge was built in June over the channel at Clandeboye Avenue. It is merely a foot-bridge and is 104 feet long by 6 feet wide, and is in three spans, a centre one of 30 feet and two outer spans of 25 feet each, with an extension of the deck and hand-railing 12 feet further on each end. It is built

on piles and bents, and with a little paint and constant attention it may last some 8 or 10 years. Some slight repairs were made to Hallam's bridge, a few worn planks being taken up and replaced with new ones.

DUNDAS STREET BRIDGE.—This bridge did not require any repairs this season, with the exception of some adjustment to the hand railing. It will require replanking in the coming season.

CRAWFORD STREET BRIDGE.—This bridge has been thoroughly examined and a new 2 inch wearing course put on the roadway. The bents were repaired where necessary, also sidewalks and hand-railing. The stringers are in only medium condition and will need replacing in the near future.

SHAW STREET BRIDGE.—This bridge was found to be in a very poor condition, the stringers being so much decayed on the top side that they would not hold the nails. An entirely new set of stringers were put in alongside and nailed to the old stringers to reinforce them, and new under and lower deck planks 2 inches thick were laid. The mudsills under bents were all examined and new ones put in where required, also all verticals cut where decayed and new pieces inserted. The bracings were all examined and strengthened.

GERRARD STREET BRIDGE.—As the devil strip on this bridge was of the old width, viz., 3 feet between rails, in compliance with the wishes of the Street Railway Co. it was widened, and the double planking in the strip renewed. The deck was sawn through on the north side of the north track and on the south side of the south track, close to the 12 inch stringers supporting the rails and the planking from the devil strip, having been removed, each track was forced over by the screw jacks until the sawn edge of planking was hard against the rails ; they were then re-nailed to stringers with 8 inch wire nails. This alteration made the devil strip 3 feet 8 inches wide between the rails or two inches wider than the standard width. The wearing course of planks is in a poor condition, and is worn completely through in some places, but will serve without danger until the season of 1901.

LAKE SHORE ROAD CULVERTS.—One of these, near High Park was re-planked and the other one further west was repaired.

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QUEEN STREET BRIDGE.—The old bridge has been removed and replaced by a new one of 125 feet clear span and built entirely of steel. The old position of the bridge was on a line, which was a compromise between the centres of Queen and King Streets. The new structure is exactly on the line of Queen Street. The roadway is 42 feet wide between curbs, leaving a driveway on both sides of 14 feet clear of the railway track, and there are two sidewalks of ten feet each in the clear. The deck and sidewalks are entirely covered with steel buckled plates, and surfaced with asphalt, with the exception of the space between the tracks, which is paved with square cut pine blocks, some treated with Carbolinium Avanarius and some with Finch's Wood Preservative, the remainder not being treated with any preservative. They are all set with paving pitch. Cast-iron pediments are erected at the end of each main truss, surmounted with ornamental electric lamp pillars and lamps. It was found necessary on account of the nature of the filling to support the end newel posts of the hand-railing on piles. This, however, is only a temporary arrangement and will be replaced with either stone or concrete when the ground is entirely settled. The abutments are built of rock-faced course masonry, set in Portland cement.

EASTERN AVENUE BRIDGE.—The old wooden bridge at this crossing has been removed and a new steel one substituted. The clear span over the river is 134 feet and the width between curbs 21½ feet; there are two sidewalks 7 feet wide in the clear; the deck and sidewalks are covered with pine planking, and the under planking and stringers have been treated with Carbolinium Avanarius. The abutments of this bridge are of concrete, with the exception of the bridge seat course and ballast wall, which are of rock faced course masonry, set in Portland cement.

HUMBER RIVER BRIDGE.—The old composite bridge on the Lake Shore road over this river was entirely removed and a new steel bridge erected on the same centre line. The clear span over the river is 160 feet, and the width between curbs 21½ feet; there is a sidewalk only on the south side of the bridge and it is 7 feet wide in the clear. The deck and sidewalk are covered with pine planking and the underplanking and stringers were treated with Carbolinium Avanarius. The abutments of this bridge are of concrete, with the exception of the bridge seat course and ballast wall, which are of rock faced course masonry set in Portland cement. In order to pro-

tect the filling for the roadway at each end, a sloping wall of piles was placed at each end at the south side of the bridge. These walls are tied to back logs buried in the earth filling.

**JOHN STREET BRIDGE.**—The deck planks of this bridge are showing a good deal of wear, but it has to be maintained by the Grand Trunk Railway.

**KING STREET SUBWAY.**—The Masonry of the abutment walls of this subway is being gradually destroyed for want of proper drainage.

**YORK STREET BRIDGE.**—The wood paving on this bridge is in a very poor condition and should be renewed, but before anything can be decided it must be known how it is intended to lay the Street Railway rails.

#### REPAIRS AND MAINTENANCE OF BRIDGES, 1900.

Location.	From 1899.	Nails, Etc.	Tools.	Paint and Sundries.	Lumber.	Labor.	Total.
Cherry St. Bridge..	\$ 186 76	\$ 47 30	\$ . . . . .	\$ 126 50	\$ 791 61	\$ 356 13	1,508 30
Glen Rd. "	2,060 86	" . . . . .	" . . . . .	" . . . . .	" . . . . .	102 54	2,163 40
Lamb's draw "	64 38	14 15	7 33	60	8 69	56 66	151 81
Danforth Av. "	" . . . . .	" . . . . .	" . . . . .	" . . . . .	\$ 126 82	130 61	257 43
Strachan Av. "	" . . . . .	14 10	2 10	" . . . . .	25 62	200 30	242 12
Castle Frank "	" . . . . .	" . . . . .	" . . . . .	" . . . . .	31 82	60 84	92 66
Winchester St. "	44 23	" . . . . .	" . . . . .	\$ 17 79	\$ 461 89	311 08	834 99
Dupont St. Culvert..	" . . . . .	" . . . . .	" . . . . .	" . . . . .	13 46	8 66	22 12
Island Park Bridge..	7 50	" . . . . .	" . . . . .	\$ 33 39	\$ 199 70	195 70	436 29
Dundas St. "	" . . . . .	" . . . . .	" . . . . .	3 00	" . . . . .	3 00	6 00
Crawford St. "	25 40	" . . . . .	" . . . . .	2 50	\$ 325 97	143 33	497 20
Shaw St. "	62 30	6 98	3 65	1,060 81	578 93	" . . . . .	1,712 67
Gerrard St. "	31 40	21 65	6 12	212 44	538 30	" . . . . .	809 91
Lake Shore Rd. Culv't	" . . . . .	" . . . . .	" . . . . .	" . . . . .	" . . . . .	11 62	11 62
York St. Bridge..	" . . . . .	" . . . . .	" . . . . .	\$ 14 35	" . . . . .	54 94	69 29
Huntley St. "	" . . . . .	" . . . . .	" . . . . .	" . . . . .	" . . . . .	6 13	6 13
Queen St. "	" . . . . .	" . . . . .	" . . . . .	\$ 16 06	" . . . . .	" . . . . .	16 06
Humber River "	" . . . . .	" . . . . .	" . . . . .	1 12	" . . . . .	" . . . . .	1 12
	2,312 00	246 38	38 06	225 08	3,258 83	2,758 77	8,839 12

Respectfully submitted,  
**JOHN WILLIAMS,**  
*Assistant Engineer.*

# REPORT OF STREET COMMISSIONER

CITY ENGINEER'S DEPT.,

Toronto, December 31st, 1900.

C. H. RUST, Esq.,  
*City Engineer.*

DEAR SIR,—I beg to submit herewith a report of the works carried out under my supervision during the year ending December 31st, 1900 :

## ROADWAYS.

It is gratifying to note that the movement on the part of property owners throughout the City to secure new roads on their respective streets, has become more and more widespread, as a comparison of the mileage of new roadways and pavements laid during the year now closing, with that of the past few years will show. It is noticeable also that pavements of a permanent character are given the preference. It must be allowed, however, that there yet remains room for a great deal of improvement in this direction, there being far too many worn out and unimproved roads for a City of the size and importance of Toronto.

Pursuant to an agreement made between the Corporation, and Lever Bros. we have constructed the following roadways in connection with their new works in the east end :

(1) From Eastern Avenue to the Cattle Byres. This was laid with cedar logs, on which was put a dressing of 4 inches of stone and 2 inches of gravel. Its length was 780 feet by 20 feet in width.

(2) Eastern Avenue, from the Don river to the G. T. Ry. crossing. This was macadamized. Its length was 1,338 feet by 30 feet in width.

(3) East side of the Don, from Queen Street to Eastern Avenue. This was also macadamized. Its length was 1,029 feet by 30 feet in width.

In connection with the above, we constructed 6-ft. wooden sidewalks on the south side of Eastern Avenue, from the Don bridge to the G. T. Ry. crossing, and on the east side of the Don, from Queen Street to Eastern Avenue.

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#### VINE STREET EXTENSION.

In connection with this work a 2-in. x 8-in. curb was put in on both sides of the street, from Front to Mill Street. Sidewalks were also laid.

The new road was graded, and coated with a heavy coating of cinders. The total cost of these works was charged to the Wm. Davies Co.

#### QUEEN STREET.

The roadway on Queen Street between its junction with King Street and River Street, was widened. We removed the old blocks and made a temporary road of ashes, top dressed with gravel, well rolled, which will serve until the question of a permanent pavement is disposed of.

#### QUEEN STREET BRIDGE APPROACHES.

Following on the completion of the new bridge over the Don approaches were made on both sides, of cedar blocks.

#### KING STREET SUBWAY APPROACHES.

New approaches of cedar block have been constructed as follows:

On the north side of King Street, east of the subway, a distance of about 400 feet.

On the south side of King Street, west of the subway, a distance of about 600 feet.

I may mention that considerable repairs will be required next season to the opposite sides of those already repaired.

#### BATHURST STREET BRIDGE APPROACH.

The north approach to this bridge was repaved with granite setts over an area of 56 ft. x 66 ft.

#### FRONT AND ESPLANADE STREETS.

The funds specially appropriated by Council for the repair of these two roadways was expended to the best advantage, and their condition was materially improved.

In regard to the road on Esplanade Street, it is highly necessary that something of a permanent nature should be constructed to accommodate the exceptionally heavy traffic in that locality. I refer

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to that portion from Berkeley Street to York Street. The present macadam roadway was not properly constructed in the first place, and the drainage is poor, and the result is that all attempts to repair it have only a brief duration.

#### MACADAM ROADWAYS.

Repairs of a more or less extensive character have been made to the undermentioned streets :

John Street, from King to Front Street.

Teraulay Street, from Queen to Albert Street.

Albert Street, from James to Teraulay Street.

Beverley Street, from Queen to College Street.

Queen Street, from Greenwoods Avenue to Kingston Road.

Wellington Place, from Spadina Avenue to Portland Street.

Queen's Park Avenue, from College Street to Sir John A. Macdonald's Monument.

#### STONE ROADWAYS.

Funds were specially provided by Council for the relaying of the stone setts on Front Street, from Yonge to Bay Street, and east side of Yonge Street, from King to Colborne Street, between the street railway tracks and the curb. This has long been necessary, and the result is much appreciated by the merchants on those streets, and others.

#### GRAVEL ROADWAYS.

A special appropriation was also made for repairs to roads of this class, and the following have received attention :

Elm Grove, from Queen to King Street

O'Hara Avenue, from Queen Street to 1,475 feet north.

Brock Avenue, from Queen to Shirley Street.

Macdonell Avenue, from Queen Street to Pearson Avenue.

Melbourne Avenue, from Dufferin Street to Cowan Avenue.

Lansdowne Avenue, from Queen Street to 100 feet north of Marion Street.

Dovercourt Road from Queen to Foxley Street.

#### GENERAL REPAIRS.

These embrace repairs of a general character to the various classes of roadways (cedar block, macadam, etc.), grading unimproved roads, channelling, etc. Our aim has been to secure the best results possible, commensurate with the funds at our disposal.

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#### HUMBER BRIDGE APPROACHES.

Considerable filling was required to the Humber Bridge approaches, in connection with the erection of the new superstructure. We experienced much difficulty in getting the necessary material for the purpose, until arrangements were made with the County authorities to obtain a supply from a hill on Jane Street. From this source we hauled 2,190 loads, on which was constructed the approaches of stone and cedar logs. Work on the west approach is not quite finished, pending the transference of a strip of property to the city, owned by Mr. Charles Nurse.

#### SIDEWALKS.

The remarks I have made in respect of the property owners stirring themselves to secure new pavements, of late, are to some extent applicable to sidewalks. The mileage of plank sidewalks constructed has a tendency to diminish every year, due to the fact that permanent sidewalks are more and more in demand amongst property owners. Last year, I understand the permanent sidewalks laid totalled 5.77 miles, only, while this year the mileage was 15.265 miles.

The total mileage of wooden sidewalks constructed during the past year was 27.45 miles made up as follows :

4 feet wide.....	9.84 miles
5½ feet wide.....	5.42 miles
6 feet wide.....	12.10 miles
All other widths.....	.09 miles
	<hr/>
	27.45 miles

Appended hereto is a list of wooden sidewalks constructed by us during the past year, as Local Improvements, which contains details of the material used, total cost, etc., of each one.

The sum of \$2,252.50 was paid to the City Treasurer for short sections, and extensions of sidewalks laid. On Miscellaneous Account, the total amount paid over to the Treasurer was \$830,01.

#### STREET OPENING PERMITS.

The number of permits issued to builders, excavators, and others to take up sidewalks temporarily, was 26 ; the usual deposit of \$10 being exacted in each case as a guarantee that the sidewalk would be properly restored.

#### SNOW CLEANING FROM SIDEWALKS.

Pursuant to the provisions of the Snow Cleaning By-law, we cleaned during the winter of 1899-1900, about 440 miles (lineal) of sidewalks, at a cost of  $3\frac{1}{2}$  mills per foot frontage, each cleaning.

This cost is assessed against the properties cleaned, in proportion to the frontage, and the number of cleanings done.

#### STREET CLEANING.

The mileage of streets cleaned was  $1,767\frac{1}{2}$  miles. The sweepings and scrapings removed, totalled 37,163 loads. In this connection I may be permitted to observe that it would facilitate our work greatly, and the net result would be much enhanced, if owners and occupants of buildings could only be induced, or compelled to tie up in a secure manner all waste paper and litter when put out for removal by the scavengers. The bulk of the waste paper which constantly disfigures our streets, undoubtedly comes from the lanes where it has been deposited loosely.

Asphalt seems to be coming more and more into favor for pavements, and this means, of course, a constant expanding of the patrol or hand-cleaning system; that is, if the standard of excellence we have achieved in the past in respect of our street cleaning, is to be maintained. I need hardly point out that this cannot be done unless the necessary funds are appropriated. It is absurd to suppose that while the city is becoming better paved, and the citizens demand that the streets shall be kept clean, and free of dust, the appropriation for this branch of our work can remain at the old figure.

#### STREET CLEANING (SNOW).

For the first four months in each year, street cleaning is practically confined to removing snow and ice, where same accumulates beyond the point of safety to traffic, especially after a heavy storm. This applies more particularly to streets on which the street railway is operated; the accumulation having to be removed from the sides, and the transfer points at the intersecting streets.

On February 28th, and again on March 1st and 2nd, there were extraordinary snow-falls. Altogether we removed during the winter 45,203 loads of snow and ice, at a cost of \$13,453.59, representing about 30 cents per load.

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#### STREET CROSSINGS.

Repairs have been made, and new crossings put down at various points, as warranted by the funds at our disposal. The following is a list of the permanent crossings constructed :

- Queen Street Avenue, on north line of Elm Street.
- Bathurst Street, on north line of Wellington Avenue.
- Front Street, on east line of Bathurst Street.
- Queen's Park, w.s on line of St. Alban's Street.
- Esplanade, on east line of Yonge Street.
- Teraulay, Street, opposite west entrance of City Hall.
- Front Street, on east line of Simcoe Street.
- Albert Street, on east line of Teraulay Street.
- Teraulay Street, on south line of Albert Street.
- Cecil Street, on west line of Beverley Street.
- Cecil Street, on west line of Phoebe Street.
- Cecil Street, on west line of St. Patrick's Street.
- Lombard Street, on west line of Jarvis Street.
- Adelaide Steet, on west line of Jarvis Street.

#### CURBING.

Repairs of a more or less extensive character have been made to the stone, and wood curbing throughout the city. A great number of sections of wood curbing have been constructed under the Local Improvement system.

#### HOUSE OF INDUSTRY STONE.

Stone for macadam purposes, amounting to about 107 toise, was broken for this department by the occupants of the above named Institution.

#### STREET FLUSHING.

Consequent upon the numerous complaints from merchants and others, of damage and inconvenience caused by the dust on the main business streets, the system of flushing the asphalt pavements on Queen, Yonge, and King Streets was tried early on in the season ; the flushing being confined to three nights per week. Later on this was discontinued by order of the Committee on Works, and the balance of the funds, specially appropriated by Council for the purpose, was transferred to "Street Watering" account. Since that time the streets have been lightly sprinkled by the watering waggons, from

the tracks to the curb. While dealing with this subject I may perhaps be permitted to say that, in my opinion, the flushing system, if combined with the patrol system, as operated during the day, is the best one so far evolved, for overcoming the dust nuisance, of which so much has been heard of late years from occupants, and the general public on the asphalted streets in the business section of the city. In my judgment, the flushing should be done nightly, with the exception of Sunday nights, during the summer months beginning with May, and the system should embrace as wide an area of streets asphalt paved as possible ; the object being to prevent the dust and dirt of one street contaminating another. At the best, this trouble can only be partly obviated, in view of the large number of lanes and macadamized streets connecting with those that are paved with asphalt, whereby mud is tracked upon the latter. The great drawback to the sprinkling system is the danger of accidents to vehicular traffic, and bicyclists, by reason of the slippery, or greasy condition it imparts to the asphalt. The department is regularly inundated with complaints in this connection.

#### STREET WATERING.

The past year makes the seventh during which the system of watering the track allowance has been in operation. We have three tanks in commission, and the aggregate mileage covered by the three was 20,324 miles. The total cost was \$3,302 66, representing a rate of  $16\frac{1}{4}$  cents per mile. The water used in this service amounted to 31,285,000 gallons.

The ordinary watering waggons used 55,619,000 gallons, representing 123,926 loads, making a grand total of 86,904,000 gallons of water used in the Street Watering service.

#### SCAVENGING.

The loads collected by the scavengers for the year ending December 31st, totalled 136,332, of which 35,932 were garbage, and the remainder (100,400) were ashes.

#### ISLAND SCAVENGING.

The usual semi-weekly service was operated from May 17th until September 29th.

**ELLIOTT AND NEELON PLANT.**

Pursuant to order of Council, the Elliott & Neelon plant, stored in the city lot on the north side of King Street, west of the City Yard, was moved to the city lot on the east side of Dufferin Street, south of King Street, at a cost of \$484.01. There were some 480 loads altogether, of which 246 were stone, 114 timbers, and 120 were boxes, poles, etc.

**ACCIDENTS TO EMPLOYEES.**

Seventeen men received injuries while on duty, sufficient to incapacitate them for work. Pursuant to an Order of Council respecting accidents to civic employees, these men were paid while off duty; the total sick pay amounting to \$604.69. The period of disablement ranged from 27 to 432 hours.

Yours faithfully,

JOHN JONES,

*Street Commissioner.*

**LIST OF WOOD SIDEWALKS CONSTRUCTED BY STREET COMMISSIONER'S  
DEPARTMENT DURING 1900.**

**DISTRICT No. 1.**

Street.	Side.	From	To	Width (feet.)	Length (feet.)	Lumber (feet. B. M.)	Nails (lbs.)	Total Cost.
*Austin . . . . .	S . . . . .	Pape . . . . .	Pt. 615 ft. e. . . . .	4	615	6,576	175	\$ 291 92
			Curbing and spikes. . . . .			2,052	50	
Bain . . . . .	N . . . . .	Carlaw . . . . .	Pape . . . . .	4	585	6,256	200	142 91
Brooklyn . . . . .	E . . . . .	Queen . . . . .	Dagmar . . . . .	6	1,392 <sup>1</sup> <sub>2</sub>	22,176	600	542 27
" . . . . .	W . . . . .	" . . . . .	" . . . . .	6	1,394 <sup>1</sup> <sub>2</sub>	22,176	600	529 55
Broadview . . . . .	E . . . . .	" . . . . .	Eastern . . . . .	5 <sup>1</sup> <sub>3</sub>	927	13,612	350	356 10
† " . . . . .	E . . . . .	Allen . . . . .	Simpson . . . . .	6	1,032	16,416	400	324 24
Curzon . . . . .	W . . . . .	Queen . . . . .	Doel . . . . .	4	1,275	13,616	400	319 71
Eastern . . . . .	N . . . . .	Broadview . . . . .	Strange . . . . .	4	756	10,293	250	365 60
Hamilton . . . . .	E . . . . .	Elliott . . . . .	Gerrard . . . . .	4	1,127	12,037	300	268 71
Laing . . . . .	W . . . . .	Queen . . . . .	Eastern . . . . .	4	593	6,338	200	132 16
" . . . . .	E . . . . .	" . . . . .	230 ft. s. of Eastern. . . . .	4	816	9,051	275	233 58
Napier . . . . .	B . . . . .	Munro . . . . .	West end. . . . .	4	652	6,970	200	152 79
+Natalie . . . . .	N . . . . .	Logan . . . . .	Booth . . . . .	6	238	3,968	100	168 40
Pape . . . . .	W . . . . .	G. T. R . . . . .	Curbing and spikes. . . . .			800	50	
Queen . . . . .	N . . . . .	Pape . . . . .	Frizzell . . . . .	6	1,950	32,326	800	652 11
" . . . . .	N . . . . .	Curzon . . . . .	Curzon . . . . .	6	1,468	23,970	700	539 01
§ " . . . . .	S . . . . .	Don Bridge . . . . .	Kingston Rd . . . . .	6	5,166	84,944	1,900	1,807 56
River . . . . .	W . . . . .	Queen . . . . .	Inch boards, and 3 inch nails . . . . .			192	50	
Steiner . . . . .	B . . . . .	Matilda . . . . .	Smith's Blk . . . . .	6	286	4,576	100	87 72
Sumach . . . . .	W . . . . .	Spruce . . . . .	Gerrard . . . . .	6	2,162	37,236	1,000	801 90
" . . . . .	E . . . . .	King . . . . .	Spikes . . . . .				50	
" . . . . .	W . . . . .	" . . . . .	North end. . . . .	4	858	9,168	300	208 44
" . . . . .	W . . . . .	Winchester . . . . .	Carlton . . . . .	6	408	6,544	200	179 57
Taylor . . . . .	N . . . . .	192ft.w.ofRiver . . . . .	Queen . . . . .	6	418	6,704	200	174 94
" . . . . .	N . . . . .	Sumach . . . . .	" . . . . .	6	428	6,864	200	195 70
			Wellesley . . . . .	5 <sup>1</sup> <sub>3</sub>	802	11,438	350	289 88
			Pt. 73 ft. w. . . . .	4	73	794	25	17 62
			195 ft. e . . . . .	4	195	2,096	50	52 07

\*Forty-three cedar posts.

†Not laid from Gerrard St. north, 72 feet, in front of Nos. 363-67-69-71.

‡Half-cord of cedar posts.

§Laid from Smith's Block to 286 feet west.

||Not laid at lane north of No. 428, 12<sup>1</sup><sub>2</sub> feet; nor at lane north of No. 438, 12<sup>1</sup><sub>2</sub> feet.

**DISTRICT NO. 2.**

Street.	Side.	From	To	Width (feet.)	Length (feet.)	Lumber (feet B. M.)	Nails (lbs.)	Total Cost.
*Amelia .....	S ..	Parliament .....	Metcalfe .....	6	331	5,120	125	\$ 135 53
Arnold .....	W ..	St. Davids .....	Wilton .....	4	422	4,630	140	109 81
+Berkeley .....	E ..	90 ft. s. of Queen	Duke .....	6	716	11,816	300	469 47
Berkeley .....	W ..	King .....	Front .....	6	282	2,380	75	
+ " .....	W ..	Duke .....	Duchess .....	6	440	7,214	215	323 29
§Duke .....	S ..	Ontario .....	Princess .....	5 <sup>1</sup> <sub>3</sub>	208	1,504	35	
Front .....	S ..	Princess .....	Curbing and spikes.	.....	.....	3,184	105	117 02
George .....	W ..	Queen .....	Tor. Ry. Power House	6	364	697	15	
¶Metcalfe .....	B ..	Winchester .....	Duke .....	6	385	5,985	190	132 66
Oak .....	N ..	Parliament .....	Amelia .....	6	992	6,314	160	133 75
Queen .....	S ..	Power .....	Spikes .....	.....	.....	15,521	440	319 00
**Sackville .....	E ..	Salisbury .....	Sackville .....	5 <sup>1</sup> <sub>3</sub>	791	385	273 20	
††Seaton (curb). ....	W ..	Queen .....	Pt. 246 ft. e.....	6	275	4,562	110	88 88
Sherbourne .....	E ..	King .....	North end .....	6	825	13,369	400	294 12
††SuffolkPl .....	B ..	Homewood .....	Spikes .....	.....	.....	4,474	50	236 07
Trinity .....	E ..	Front .....	Wilton .....	.....	1,390	4,474	100	
Wilton .....	N ..	Parliament .....	Spikes .....	.....	.....	2,015	105	
Wellesley .....	S ..	Ontario .....	Mil .....	6	472	7,612	205	151 57
			Berkeley .....	6	325	5,272	155	104 03
			Pt. 299 ft. w.....	6	308	4,928	150	104 14

\*Not laid at lane, 11 feet.

+Seventy-five cedar posts.

#Twenty-eight cedar posts.

## §Thirteen cedar posts.

||Laid only from Queen to Duchess St.

¶Not laid at lane on east side, south of No. 67, 17 feet; nor opposite No. 51, 17 feet.

\*\*Not laid at lane north of No. 485, 14 feet. Laid only from Salisbury Avenue, northward, 739 feet.

††Eighty-four posts. Not laid in front of Nos. 128 and 130, 55 feet.

##Sixty-two posts.

## DISTRICT No. 3.

Street.	Side.	From	To	Width (feet.)	Length (feet.)	Lumber (feet B.M.)	Nails (lbs.)	Total Cost.
Armory ..	N..	Chestnut .....	Centre .....	4	250	2,667	75	\$ 53 17
Baxter ..	S..	Yonge .....	East end .....	4	143	3,349	150	29 30
Bellefair ..	E..	Bloor .....	Yorkville .....	5 $\frac{1}{3}$	716	8,082	250	152 22
Berti.....	E..	Richmond .....	115 ft. n. ....	4	115	1,227	40	26 59
Birch .....	N..	Yonge .....	West end .....	5 $\frac{1}{3}$	1,333	19,531	510	520 47
* Buchanan ..	B..	" .....	Teraulay .....	6	1,358	21,720	550	458 68
Chapel .....	W..	St. Joseph .....	St. Mary .....	5 $\frac{1}{3}$	578	8,478	250	171 10
+ Cherokee ..	C..	Lake Shore .....	418 ft. n. ....	6	418	7,024	175	153 44
Chicora ..	S..	Avenue Road .....	225 ft. w. ....	6	230	2,680	100	90 75
Collier .....	N..	Yonge .....	629 ft. e. ....	4	629	6,710	175	126 98
" .....	S..	" .....	652 ft. e. ....	5 $\frac{1}{3}$	652	9,563	250	255 10
Cottingh'm ..	N..	Gange .....	101 ft. e. ....	6	101	1,616	50	30 83
+ Czar .....	S..	16 ft. w. Yonge ..	North .....	6	622	9,952	250	198 12
Chestnut ..	E..	Hayter .....	Chestnut Place .....	6	373	5,968	200	114 78
Dalhousie ..	E..	141 ft. n. Queen ..	Shuter .....	4	425	4,534	125	87 40
§ Edward ..	S..	University .....	Centre .....	5 $\frac{1}{3}$	199	2,919	80	94 31
			Curbing and spikes			664	7	
Grenville ..	S..	Yonge .....	Elizabeth .....	6	1,118	17,888	425	336 77
Hagerman ..	S..	Elizabeth .....	East end .....	6	173	2,768	75	52 03
Hayter .....	N..	Yonge .....	Chestnut .....	6	1,200	19,200	550	378 74
Hazleton ..	E..	Yorkville .....	Davenport .....	5 $\frac{1}{3}$	1,581	23,188	700	452 58
Irwin .....	S..	Yonge .....	St. Nicholas .....	6	201	3,216	100	101 02
			Curbing and spikes			627	10	
¶ " .....	N..	St. Nicholas .....	Chapel .....	4	417	4,448	132	221 76
** " .....	N..	Yonge .....	St. Nicholas .....	6	201	1,780	25	
			Curbing and spikes			3,216	85	111 03
++L. Shore Rd. (island)	N..	Manitou .....	25 ft. e. of Hooper ..	6	1,366	22,256	550	450 83
M'cpherson ..	N..	Yonge .....	Avenue Road .....	6	1,968	31,488	775	917 58
Marlb'g'h ..	S..	" .....	1345 ft. w. ....	6	1,345	21,520	500	590 29
++Park Rd. ..	W..	Collier .....	360 ft. n. ....	4	360	4,440	130	110 48
Pearl .....	S..	Simcoe .....	247 ft. e. ....	8	247	5,482	133	98 07
Phipps ..	S..	St. Vincent .....	St. Nicholas .....	4	422	4,502	150	86 29
Scollard ..	N..	295 ft. w. of 1st lane w. of Yonge ..	Hazleton .....	5 $\frac{1}{3}$	1,018	14,931	400	367 69
" .....	N..	1st l'n w. Yonge ..	Pt. 295 ft. w. ....	5 $\frac{1}{3}$	295	4,327	110	107 89
Shaftesbu'y ..	N..	Yonge .....	125 ft. e. ....	10	125	3,334	75	60 08
Summerhill ..	S..	Ottawa .....	83 ft. e. ....	6	459	1,488	35	28 52
Teraulay ..	E..	Hayter .....	Buchanan .....	6	230	3,680	100	69 52
" .....	E..	Gerrard .....	121 ft. n. ....	6	121	1,936	50	37 96
\$\$Walton ..	N..	Yonge .....	Elizabeth .....	6	1,042	16,672	400	326 38
Yonge ..	E..	Price .....	Shaftesbury .....	6	680	11,432	250	222 30
¶ Yorkv'e ..	S..	Yonge .....	Avenue Road .....	6	1,913	30,608	750	633 14

\* Not laid in front of No. 53-61 (Thompson's), 33 feet, nor in front of No. 23, 9 $\frac{1}{2}$  feet, nor opposite lane between Nos. 6 and 8, 16 ft., nor opposite lane between Nos. 5 and 7, 15 $\frac{1}{2}$  ft.

† Sixteen cedar posts.

‡ Not laid 7 feet at No. 1.

§ Thirteen cedar posts.

|| Not laid in front of No. 67, 13 feet.

¶ Twenty-three posts.

\*\* Twelve posts.

†† Laid from Manitou to 25 ft. e. of the west limit of Hooper St.

†† Twenty-three posts.

§§ Except 16 feet opposite Nos. 32 and 34.

Not laid in front of E. Rogers & Co.'s property, 72 feet, nor at Can. Pac. Ry., 20 feet.

¶¶ Not laid at lane between Nos. 9 and 11, 12 ft. 8 in., nor at lane between Nos. 33 and 37, 10 ft. 8 in., nor at lane between Nos. 63 and 65, 12 ft. 8 in.

## DISTRICT No. 4.

Street.	Side.	From	To	Width (feet.)	Length (feet.)	Lumber (feet B. M.)	Nails (lbs.)	Total Cost.
Balsam....	N..	Charlotte.....	Spadina .....	4	314	3,349	150	81 39
Bro'dw'y Pl.	N..	Spadina .....	West end.....	4	534	5,696	200	130 04
Casimir ...	W..	St. Patrick.....	North end.....	4	210	2,240	100	51 81
*Denison ..	W..	Queen.....	St. Patrick .....	6	1,439	21,576	600	779 72
Duncan ...	B..	Adelaide .....	Richmond .....	4	774	8,256	250	185 55
Eden Pl....	S..	Bathurst .....	East end .....	4	331	3,531	150	81 58
+Eden Pl....	S..	" .....	" .....		336	1,120	50	200 62
(curb).			Spikes .....				50	
Harbord ..	S..	St. George .....	Spadina .....	6	935	13,348	350	288 92
Howland...	B..	Barton .....	Wells .....	6	1,517	24,272	700	496 56
+Hickory ..	W..	St. Patrick.....	North end .....	4	194	2,328	100	58 18
Kensington	E..	Baldwin .....	St. Andrews.....	4	230	2,432	100	52 80
Leonard....	B..	Nassau .....	Bellevue .....	6	1,392	22,334	600	536 37
§Lennox ..	B..	Lippincott .....	Borden.....	4	664	7,083	300	289 15
Morrison..	W..	Adelaide .....	Curbing and spikes.			2,013	24	
		207 ft. s.....		4	210	2,240	100	99 49
			Curbing and spikes.			700	25	
Nelson ....	N..	Duncan .....	Simecoe .....	6	528	8,448	200	182 00
¶Niagara ..	N..	Portland .....	Bathurst .....	5½	671	9,841	300	378 14
Oxford.....	N..	Bellevue .....	Curbing and spikes.			2,177	75	
Robert ....	E..	College.....	Lippincott .....	6	517	8,272	200	213 41
Sh'p'rdsLa.	N..	Bathurst .....	Willcocks .....	6	1,138	16,608	500	
Sussex ....	N..	Borden.....	Markham .....	4	286	3,050	100	68 23
" .....	S..	" .....	Brunswick .....	6	284	4,544	150	104 92
St. Patrik's	W..	Queen.....	" .....	6	284	4,544	150	98 90
Square.		121 ft. n.....		6	121	1,936	100	42 12

\*Seventy posts. Not laid in front of Lawrence Bros.' property, 88½ feet; nor opposite the flankage of No. 486 Queen St., 17 feet.

†Nineteen posts.

‡Ten posts.

§Thirty-four posts.

||Nine posts.

¶Twenty-eight posts.

## DISTRICT No. 5.

Street.	Side.	From	To	Width (feet.)	Length (feet.)	Lumber (feet B.M.)	Nails (lbs.)	Total Cost
Argyle . . .	S . .	Dundas . . . . .	Shaw . . . . .	5 <sup>1</sup> / <sub>3</sub>	586	8,403	300	\$ 218 85 c
Bruce . . . .	S . .	192 ft. e. Givens	" . . . . .	3	92	797	40	18 84
Bruce . . . .	N . .	Dundas . . . . .	" . . . . .	4	598	6,379	250	147 58
Bruce . . . .	S . .	Givens . . . . .	192 ft. e. . . . .	4	192	2,048	75	47 24
Clinton . . .	W . .	Bloor . . . . .	322 ft. n. . . . .	4	322	2,435	100	76 93
" . . . .	E . .	Bloor . . . . .	324 ft. n. . . . .	4	324	3,456	125	76 54
*Concord.. .	E . .	Dewson . . . . .	College . . . . .	5 <sup>1</sup> / <sub>3</sub>	941	13,801	475	455 72
			Curbing and spikes			3,137	100	
Churchill.. .	N . .	Dovercourt . . . .	715 ft. e . . . . .	6	715	11,440	350	364 03
Claremont. . .	E . .	Queen . . . . .	Arthur . . . . .	5 <sup>1</sup> / <sub>3</sub>	1,817	27,833	900	604 46
" . . . . .	W . .	" . . . . .	" . . . . .	5 <sup>1</sup> / <sub>3</sub>	1,805	27,658	900	597 90
College. . . .	S . .	Palmerston . . . .	Clinton . . . . .	6	934	14,944	475	315 38
Dewson . . . .	N . .	Dovercourt . . . .	Ossington . . . . .	4	926	9,877	350	220 35
Dovercourt . .	W . .	College. . . . .	Dewson . . . . .	6	940	15,040	475	323 07
" . . . . .	W . .	50 ft. n. Dewson	Bloor . . . . .	5 <sup>1</sup> / <sub>3</sub>	1,760	25,813	850	550 69
Dundas . . . .	N . .	Ossington . . . . .	Dovercourt . . . . .	6	991	15,856	550	355 20
Dupont . . . .	N . .	Bathurst . . . . .	Palmerston . . . . .	5 <sup>1</sup> / <sub>3</sub>	630	9,249	300	234 51
Dovercourt . .	E . .	Northumberl'd. . .	Shanly . . . . .	4	764	8,149	300	182 26
Dundas . . . .	S . .	14 ft. w. of Bend	Dovercourt Road . . .	6	950	15,200	475	317 51
Euclid . . . .	W . .	Robinson . . . . .	Arthur . . . . .	5 <sup>1</sup> / <sub>3</sub>	1,274	18,685	650	603 07
Folis . . . . .	N . .	Bathurst . . . . .	Palmerston . . . . .	4	618	6,592	225	144 37
+Harbord . .	S . .	Manning . . . . .	Clinton . . . . .	6	296	4,736	150	148 44
			Curbing and spikes			1,134	25	
Henderson . .	N . .	Manning . . . . .	Grace . . . . .	4	732	7,808	275	140 60
Lennox . . . .	N . .	Bathurst . . . . .	Manning . . . . .	6	1,258	20,194	600	405 58
Mansfield . . .	S . .	Manning . . . . .	Claremont . . . . .	6	146	2,336	75	51 33
Melville. . . .	N . .	Christie . . . . .	West end. . . . .	4	690	7,360	225	162 79
" . . . . .	S . .	" . . . . .	" . . . . .	4	690	7,360	225	163 12
Manning . . . .	W . .	Henderson . . . .	200 ft. n. of Arthur	6	915	15,188	450	295 41
Niagara . . . .	S . .	Tecumseth . . . .	Bathurst . . . . .	6	662	10,592	300	356 38
Olive. . . . .	S . .	Bathurst . . . . .	Palmerston . . . . .	4	616	6,571	225	151 33
Palmerston . .	W . .	College. . . . .	Arthur . . . . .	6	1,533	24,519	750	751 10
Rebecca . . . .	S . .	Givens . . . . .	Dundas . . . . .	4	324	3,456	125	77 12
Robinson. . . .	N . .	Euclid . . . . .	Bellwoods . . . . .	5 <sup>1</sup> / <sub>3</sub>	782	11,469	400	251 42
Rebecca . . . .	N . .	Givens . . . . .	Dundas . . . . .	4	324	3,456	125	77 60
Robinson. . . .	S . .	Palmerston . . . .	Manning . . . . .	6	574	9,184	300	202 34
Strachan. . . .	W . .	King . . . . .	Queen . . . . .	6	1,156	18,496	600	395 46
Sully Cr. . . .	S . .	Sully . . . . .	Shaw . . . . .	4	596	6,357	225	141 90
" . . . . .	N . .	" . . . . .	" . . . . .	4	595	6,346	225	144 72
Tecumseth. . .	W . .	Niagara . . . . .	Wellington . . . . .	6	214	3,424	100	74 33
Turner . . . . .	S . .	Tecumseth . . . .	West terminus. . . . .	4	420	4,480	150	98 60
+ Welling'n . .	N . .	Bathurst . . . . .	Tecumseth. . . . .	5 <sup>1</sup> / <sub>3</sub>	661	9,694	300	403 37
			Curbing and spikes			2,200	50	
Yarmouth. . .	S . .	Christie . . . . .	West end. . . . .	4	680	7,253	225	159 73

\* 122 cedar posts.

† 48 cedar posts.

‡ 100 cedar posts.

## DISTRICT No. 6.

Street.	Side.	From	To	Width (feet.)	Length (feet.)	Lumber (feet B.M.)	Nails (lbs.)	Total Cost.
Argyle . . .	S . .	Dovercourt . . .	Northcote . . . . .	6	887	14,192	500	362 15
Bartlett . . .	W . . .	Hallam . . . . .	Van Horne . . . . .	4	927	9,916	350	218 50
Brock . . . . .	W . . . . .	Dundas . . . . .	N. Rly track . . . . .	6	1,681	27,003	750	592 45
*Bloor . . . . .	S . . . . .	" . . . . .	Landsdowne . . . . .	4	2,530	26,987	900	577 11
Collahie . . . .	B . . . . .	Gladstone . . . . .	Beaconsfield . . . . .	6	774	12,324	400	271 90
College . . . . .	N . . . . .	Lansdowne . . . . .	St. Clarens . . . . .	5½	314	4,625	150	103 33
+ " . . . . .	S . . . . .	" . . . . .	Rusholme . . . . .	5½	3,012	44,523	1,300	952 46
+ Dundas . . . .	N . . . . .	" . . . . .	Dufferin . . . . .	6	1,909	30,904	950	647 17
§ Dufferin . . . .	E . . . . .	Bloor . . . . .	North end . . . . .	4	3,411	36,605	1,100	835 42
Dufferin . . . .	W . . . . .	135 ft. n. Muir . .	Pt. 1,341 ft. n. . . .	4	476	4,991	150	104 19
Dundas . . . . .	S . . . . .	Dovercourt . . . . .	Gladstone . . . . .	6	1,278	20,448	600	434 46
" . . . . .	N . . . . .	Coolmine . . . . .	Rusholme . . . . .	6	240	3,883	100	70 22
Fuller . . . . .	W . . . . .	Pearson . . . . .	Marion . . . . .	5½	315	4,686	150	127 83
Garden . . . . .	S . . . . .	Sorauren . . . . .	Pt. 633 ft. w. . . . .	5½	658	9,735	300	267 03
Garden . . . . .	N . . . . .	" . . . . .	" . . . . .	5½	658	9,735	300	273 84
¶ Havelock . . .	W . . . . .	Bloor . . . . .	763 ft. south . . . . .	6	775	12,448	400	430 16
			Curbing . . . . .			2,543		
Hallam . . . . .	N . . . . .	Dufferin . . . . .	Dovercourt . . . . .	4	1,530	16,446	600	370 33
Jameson . . . . .	W . . . . .	King . . . . .	Leopold . . . . .	5½	555	8,347	230	172 56
Landsdo'ne . . .	E . . . . .	192 ft. n. Coll'ge . .	Pt. 533 ft. further n. .	4	533	5,694	200	113 14
" . . . . .	E . . . . .	Bloor . . . . .	114 s. of Wallace . .	4	1,344	14,382	500	309 33
M'kenzie cr . . .	B . . . . .	Dovercourt . . . . .	Beaconsfield . . . . .	4	2,012	21,536	700	504 40
Maud . . . . .	N . . . . .	Perth . . . . .	Pt. 235 ft. w. . . . .	4	237	2,536	100	54 59
Mechanics . . . .	B . . . . .	Delaney . . . . .	Wyndham . . . . .	4	858	9,164	250	185 50
Middleton . . . .	S . . . . .	Brock . . . . .	Sheridan . . . . .	4	451	5,072	200	110 17
Northcote . . . .	W . . . . .	Queen . . . . .	Argyle . . . . .	6	969	15,736	500	462 69
N. Lisgar . . . .	E . . . . .	Dundas . . . . .	375 ft. south . . . . .	5½	383	5,641	150	131 22
Preston . . . . .	E . . . . .	Pt. 100 ft. n. of Bloor . . . . .	Hallam . . . . .	4	2,152	22,954	725	496 08
Russett . . . . .	E . . . . .	Bloor . . . . .	North terminus . . . . .	4	996	10,664	350	232 54
Rusholme . . . . .	E . . . . .	Dundas . . . . .	St. Ann . . . . .	5½	633	9,314	300	201 80
Salem . . . . .	W . . . . .	Hallam . . . . .	Van Horne . . . . .	4	927	9,916	350	218 41
Salem . . . . .	B . . . . .	Bloor . . . . .	Shanly . . . . .	4	2,248	24,342	800	527 02
† Sheridan . . . .	E . . . . .	Florence . . . . .	Bank . . . . .	5½	642	9,468	300	316 15
			Curbing and spikes . . . . .			2,140	50	
Sunnyside . . . .	E . . . . .	Queen . . . . .	Pt. 473 ft. n. . . . .	4	473	5,097	150	130 22
Wallace . . . . .	B . . . . .	Dufferin . . . . .	107 ft. e. of Emerson . .	4	2,564	27,429	900	593 34
Westmorld . . . .	E . . . . .	Bloor . . . . .	Shanly . . . . .	4	1,076	11,588	400	251 28
" . . . . .	W . . . . .	Van Horne . . . . .	" . . . . .	4	1,980	21,746	700	490 65
W. Marion . . . .	B . . . . .	Roncesvalles . . .	East terminus . . . . .	5½	1,464	21,502	600	451 36

\* Except 133 ft. in front of J. Lochrie's property.

† Fifty cedar posts. (Not laid in front of store on south-west corner of College and Dufferin St., 10 feet.)

‡ Except 107 ft. from Sheridan Ave. east; also in front of No. 604, 27 ft.; also in front of No. 598, 14 ft.

§ Not laid in front of property at south-east corner of Dufferin and Shanly, 18 ft.

|| Laid only from 1009 ft. north of Muir to 476 ft. further north.

¶ Fifty-two posts.

††87 cedar posts.

# WATER WORKS.

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## REPORT FOR THE YEAR ENDING DECEMBER 31st, 1900.

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CITY ENGINEER'S OFFICE,

Toronto, December 31st, 1900.

### FINANCIAL.

The total expenditure for the year of the portion of the Water Works Department which is under the control of the City Engineer, amounted to \$167,922.45, divided as follows:

Maintenance.....	\$145,072 86
Construction.....	13,829 07
Renewals .....	6,501 92
Special Work .....	2,518 60

The expenditure of the Revenue and Collection Branch under the control of the City Treasurer, amounted to \$24,751.25.

The revenue reported by the City Treasurer (which includes water supplied for Corporation purposes, \$55,398.46) . . . \$330,432 46  
Interest and sinking fund on debenture debt ..... 222,749 00

### DISTRIBUTION.

The total length of mains of all sizes laid during the year is 5,527 $\frac{1}{4}$  feet, divided as follows:

212	feet of 16-inch steel pipe.
113	" 16 " C. I. "
4,678 $\frac{1}{4}$	" 6 " " "
523 $\frac{3}{4}$	" 4 " " "

In addition, 670 feet of 2-inch wrought iron service main has been laid, and 325 feet of old cast-iron pipe taken up, making a total in use at the end of the year of 258.564 miles of water mains. For details as to number of valves and hydrants, I beg to refer to the report of the Deputy City Engineer.

### SERVICES.

680 services were put in during the year, of which 6 are on the Island.

## LEAKS IN MAINS.

173 leaks have been repaired this year, the average cost per leak being \$4.90.

I again beg to call the attention of the Council to the urgent necessity of procuring increased pumping plant at both the Main Pumping Station and High Level Pumping Station. In my report of last year, I referred to the saving that could be effected by so doing, and I will not therefore enlarge upon the subject. There are also several new mains required, which have been reported upon on more than one occasion during the year, but up to the present the Council has not been able to provide sufficient funds to carry out these very necessary works.

## WASTE PREVENTION.

The Council granted during the year a small appropriation for this purpose, and I would refer you to the report of the Deputy City Engineer as to the results obtained.

## TEMPERATURE.

The average temperature of the water supplied during the year was 45.6 deg. Fah., the highest occurring on August 24th, when it was 67 deg. Fah., the lowest being 35 deg. The highest monthly average was 56.3 deg. Fah. for 1900.

Respectfully submitted,

C. H. RUST,  
*City Engineer and Manager of Water Works.*

Report of Assistant Engineer in Charge of Water Works  
Construction, Distribution, and Maintenance.

CITY ENGINEER'S DEPT.,  
Toronto, December 31st, 1900.

C. H. RUST, ESQ.,

*City Engineer, Toronto:*

DEAR SIR,—Herewith is submitted a report of the work done by this branch of the Department during the year ending the 31st December, 1900.

DISTRIBUTION.

The total length of cast iron mains of all sizes laid this year is 5,315 feet, consisting of :

113	feet of 16-inch C.I. pipe.
4,678 $\frac{1}{4}$	" 6 " "
523 $\frac{3}{4}$	" 4 " "

In addition 670 feet of 2-inch wrought iron service main was laid. 212 feet of 16-inch steel pipe was laid across the River Don at the new Queen Street Bridge, and the old 12-inch riveted iron pipe crossing the Don at Eastern Avenue Bridge was replaced by a new 12-inch lap welded steel pipe. 325 feet of old 6-inch pipe at the Don Bridge on Queen Street was abandoned, leaving a total in use at the end of the year of 1,365,225 $\frac{1}{4}$  feet, or 258.564 miles of water mains.

STOP AND CHECK VALVES.

The number of stop valves placed in position this year is as follows :

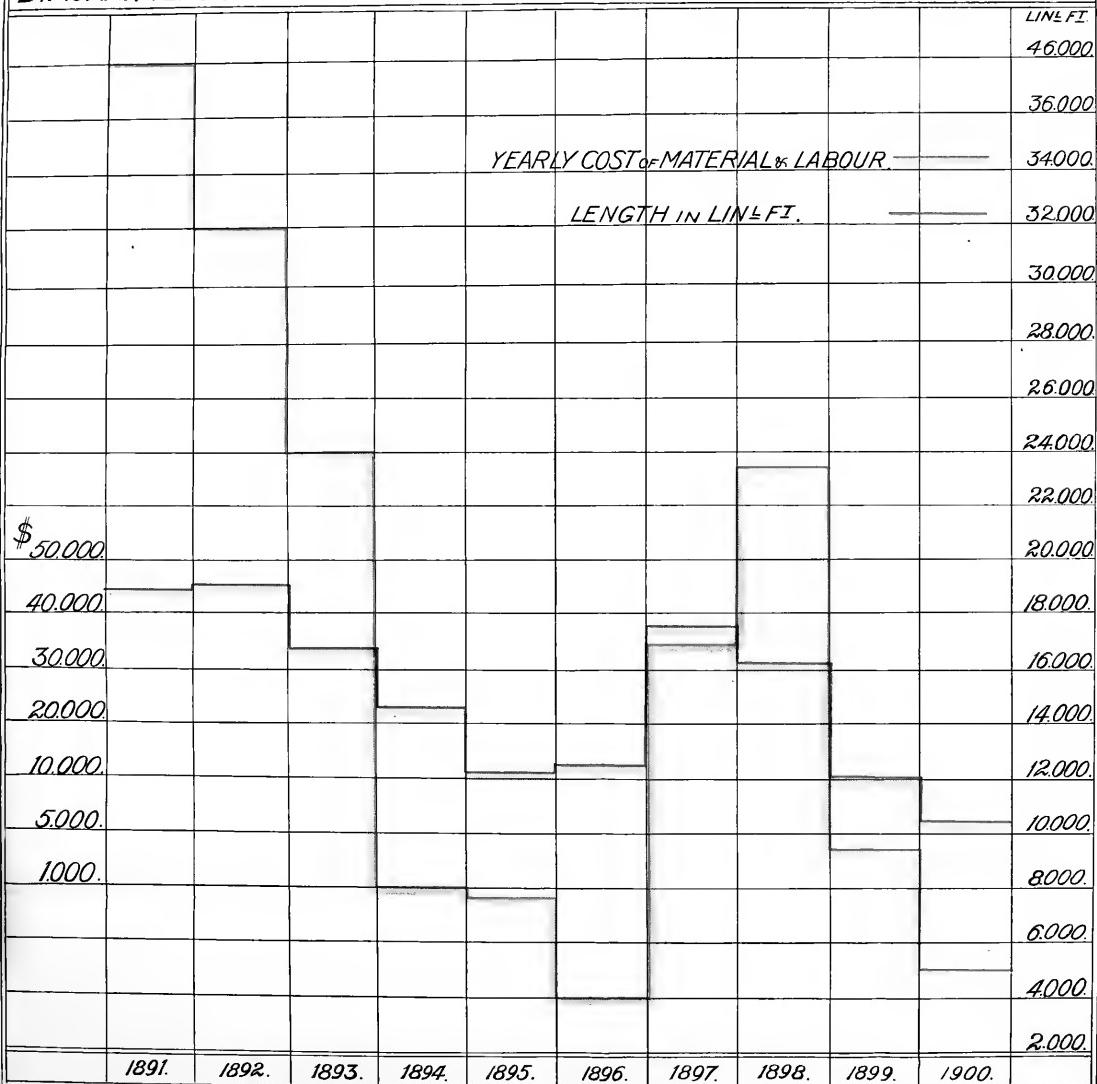
3	12-inch stop valves.
17	6-inch " "
3	4-inch " "

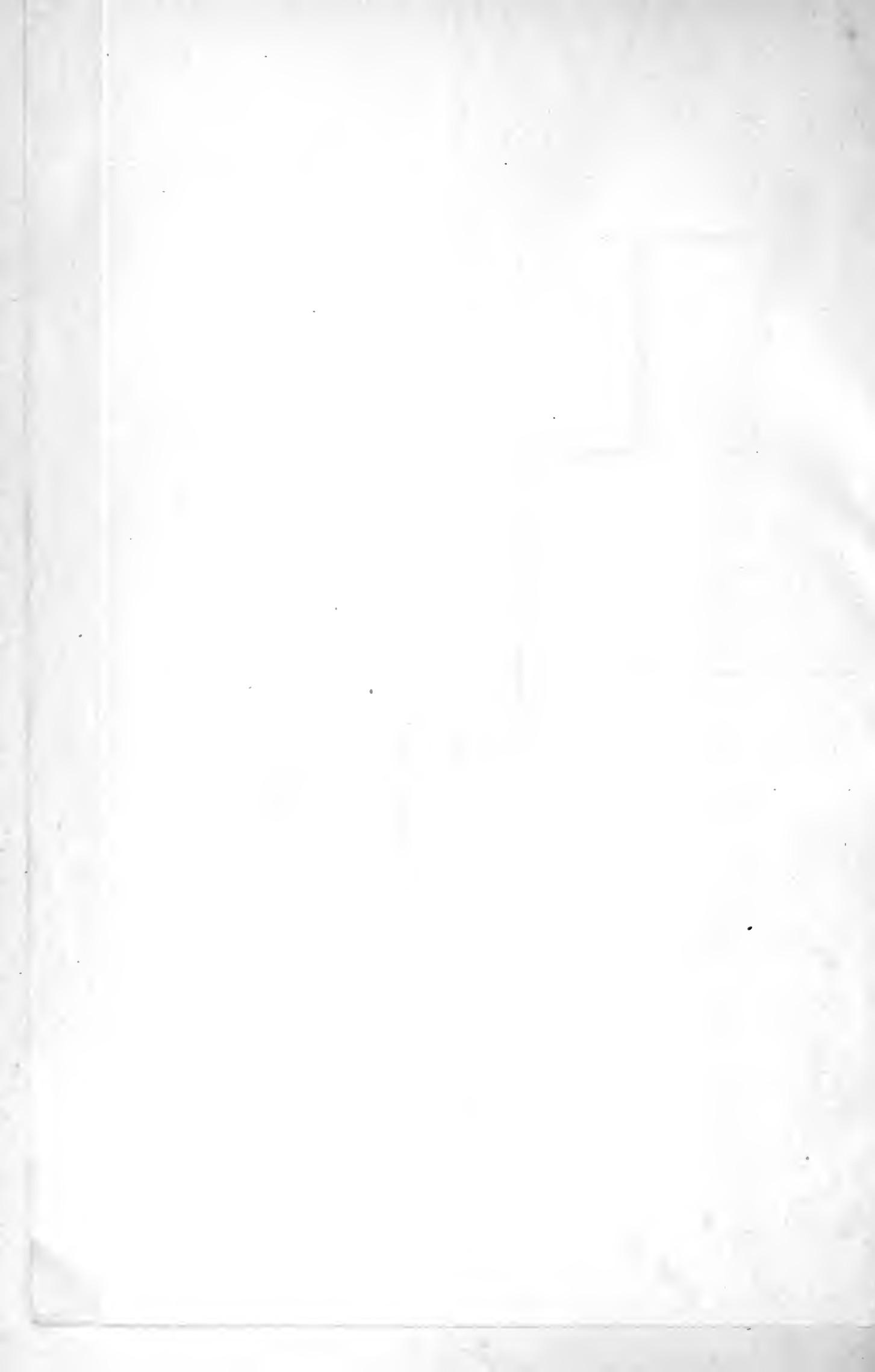
One 8 inch stop valve and 2 6-inch stop valves have been removed, leaving a total of 2,334 stop valves of all sizes in use, and 66 check valves.

HYDRANTS.

9 additional 2-way hydrants have been placed on the streets and one has been taken out, the total number now in use being 3,066. Four 2-way hydrants have been replaced by 3-way, and two 2-way hydrants have been replaced by 4-way hydrants.

DIAGRAM ILLUSTRATING COST AND LENGTH OF NEW WATER MAINS FROM 1891 TO 1900.





## SERVICES.

680 services have been put in this year, of which 6 are on the Island.

## LEAKS IN MAINS.

173 leaks in mains have been repaired at a cost of \$848.71, exclusive of asphalt repairs, the average cost per leak being \$4.90.

They were as follows :

6	in	36-inch Main.
5	"	24 "
1	"	20 "
86	"	12 "
3	"	8 "
69	"	6 "
3	"	4 "

## METER AND MACHINE SHOPS.

The running repairs for pumps and engines at both High Level and Main Pumping Stations have been made, together with machine work for repairs of hydrants, screws, jackets, and spindles, and for the City Hall Engine Room and Sewer Department.

Some 34 hydrants have been erected on the Island for fire protection, the whole of the work and material being executed by this Department. The Department's work in placing and repairing meters has been very much restricted, owing to the supply of spare meters being exhausted.

400 meters were taken off and replaced by new meters.

68 new meters were placed on services.

97 new meter boxes put in and 38 new frames.

564 meters were repaired without removal.

8 combination drinking fountains were constructed and erected.

The cups, cocks and fittings for all fountains were overhauled and painted.

## HYDRANT AND VALVE DEPARTMENT.

The following work has been performed by this Department during the year :

## HYDRANTS.

New valves.....	.....	108
New jointing rings. ....	....	123
Hydrants replaced with separate hydrants.....	....	38
Hydrants replaced with 3-way hydrants.....	....	2

New chain rings.....	54
Hydrant screws replaced with standard screws.....	148
"    packing nuts replaced with standard nuts.....	115
"    caps replaced with standard caps.....	201
Hydrants packed and oiled.....	2,855
"    frozen, blown out, pumped, packed and oiled...	728
"    frozen, fired out, " " " ..	113
"    pumped, packed and oiled.....	1,450
Hydrant inspections.....	43,975
Hydrants cleaned, repaired, tested and painted. ....	69
Hydrants jacketed and tested, complete.....	25
Cap leather.....	153
Chain rings repaired.....	211
Hydrants set with bar and chain....	41
Nozzles Caulked.....	169
Jackets lowered.....	169
Jackets cut and replaced with short top.....	58
4-way hydrants, detail work gone over, jacketed and tested.....	9
Hydrants taken out and waste opened.....	28
Hydrant waste hole opened with bar and chain.....	44
Standard die put over 3-way nozzle of 3-way hydrants on street .....	92
Mains blown out.....	133

## VALVES REPAIRED.

12-inch.... 2	6-inch.... 23	4-inch.... 1	3-inch.... 3
---------------	---------------	--------------	--------------

## VALVES TESTED.

12-inch.... 1	9-inch.... 1	8-inch.... 13	6-inch.... 5
4-inch.... 13	2½-inch... 2	2-inch.... 6	

## BRASS WORK TESTED.

## DOUBLE COCKS :

1x $\frac{3}{4}$ x $\frac{3}{4}$ -inch	$\frac{3}{4}$ x $\frac{5}{8}$ x $\frac{5}{8}$ -inch	$\frac{5}{8}$ x $\frac{1}{2}$ x $\frac{1}{2}$ -inch
31	85	365

## SINGLE COCKS.

1-inch	$\frac{3}{4}$ -inch	$\frac{5}{8}$ -inch	$\frac{1}{2}$ -inch	$\frac{3}{8}$ -inch
217	193	258	1658	243

## COUPLINGS.

1-inch	$\frac{3}{4}$ -inch	$\frac{5}{8}$ -inch	$\frac{1}{2}$ -inch	$\frac{3}{8}$ -inch
108	153	322	1612	525

## S. NIPPLES.

1-inch	$\frac{3}{4}$ -inch	$\frac{5}{8}$ -inch	$\frac{1}{2}$ -inch
212	56	204	258

## D. NIPPLES.

$\frac{3}{4}$ -inch	$\frac{5}{8}$ -inch	$\frac{1}{2}$ -inch
233	205	834

## RESERVOIR.

The reservoir received its annual cleaning, that is in so far as it is possible to clean it under its existing condition. About two-thirds of the bottom has been concreted, but the remaining one-third as well as the inner slopes are in their old condition, which consists of a lining of about 18 inches of broken stone between the interstices of which is deposited all silt, slime and decayed vegetable matter, which it is impossible to remove.

The grounds have been kept in good condition. There is, however, room for permanent improvements to portions of the property, which so far it has been impossible to go on with for lack of funds.

## STABLES.

The horses and drivers have been kept fully employed during the year, the cost being \$3,528.75.

## STORE HOUSE.

The stock and balances on hand have been checked over and found correct.

The blacksmith shop and wagon shed should be replaced by a brick building, the upper story of which could be used as a pattern shop and loft. The present wooden buildings are in a very dilapidated and unsatisfactory condition. They have been on fire two or three times, having caught from bonfires made by boys in the lanes in the rear. By the erection of a brick building this danger would be avoided.

## HIGH LEVEL STATION.

The total quantity of water re-pumped for the year at this station was 1,291,747,080 gallons, and the coal consumed while pumping 1212.1425 tons. The daily average consumption being 3,539,033 gallons. The average pressure on the district was 54.54 pounds per square inch. The pumps are started at 6 o'clock a.m. and stopped at 10 o'clock each evening, giving 16 hours daily run, the rate they are pumping water being 5,308,549 gallons per twenty-four hours. The capacity of the engines is 3,000,000 gallons each or 6,000,000 for both per twenty-four hours at their contract speed, viz., 50 revolutions per minute. It will be observed that they are, under ordinary working conditions, approaching their contract limit.

I regret to have to report that Mr. Wm. Hall, Chief Engineer of this Station, met with an accident on the eve of December 31, 1900, which resulted in his death.

#### ISLAND PUMPING STATION.

The pump at this station was started on the 1st day of May, and the plant closed down for the winter on the 15th of October. There was one leak on the mains, a honeycombed 4-inch pipe and two or three on the services, the pressure maintained during day and night being 30 to 40 pounds. Some 34 2-inch hydrants were erected for fire protection, the Fire Department providing the necessary hose and reels as well as alarm bells. The volunteer brigade handle the reels in case of fire.

#### MAIN PUMPING STATION.

The expenditure charged to this station for the year was \$80,339.85, the water pumped being 8.064 millions of imperial gallons, 7,412,521,-197 gallons being pumped by the Blake High Duty Engines, and 651,-863,386 gallons were pumped by Nos. 1, 2 and 3 Low Duty Engines. This year Nos. 4 and 5 pumped 21,900,404 gallons more than last year, and the low duty engine 41 per cent. more than last year, which is due chiefly to the increased consumption and the fact that Nos. 4 and 5 are pumping their maximum while running. For fully one-half the year No. 1 Worthington has been running in conjunction with 4 and 5 to enable the supply and pressure to be kept up. A very large economy might be effected by the purchase of a 15,000,000 gallon triple expansion high duty pumping engine.

The saving in pumping the year's supply over the best work of Nos. 4 and 5, and No. 1 (all three burning soft coal screenings) would be \$15,000.00 per annum, together with the advantage of having an up-to-date reliable plant capable of meeting any demands made upon it.

#### TEMPERATURE.

The average temperature taken at the City Hall tap of the water supply during the year was 45.6 degrees fah., the highest occurring on the 24th of August, when it was 67 degrees, the lowest being 35 degrees on the 2nd of March.

The highest monthly average was 56.3 degrees, during the month of August. Additional information will be found in schedule relating to same.

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#### WASTE PREVENTION.

The Council this year granted a small appropriation for this purpose. The district selected was the north-western section of the City, extending from Dundas Street on the west to Manning Avenue on the east, and from College Street on the south to City limits on the north, containing 1,356 acres, the number of houses being 2,090, the tubs 3,008, lawn hydrants 472, baths 864, closets 932, the population 8,553. The consumption averaged 234,163 gallons per day of 24 hours, before repairs were made; the leaks on mains were 58, showing a loss of 26,122 gallons per 24 hours, and the service taps 308, with a loss of 59,304 gallons. After repairs had been made the consumption fell to 140,565 gallons per 24 hours, showing there had been a loss of 40 per cent. in the quantity supplied, and this in a sparsely built-up section of the City in which the number of taps and fixtures per house were a minimum. Had a test for leakage taken place in other sections of the City the percentage of loss would have undoubtedly risen much above this. The time is not far distant, unless proper means are taken to prevent waste, when the ratepayers will be called upon to provide large sums for improvements to the system, if the supply and pressure are to be maintained.

Respectfully yours,

C. L. FELLOWS,

*Deputy City Engineer.*

# REPORT OF CHIEF ENGINEER OF MAIN PUMPING STATION

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MAIN PUMPING STATION,

Toronto, December 31st, 1900.

C. H. RUST, Esq.,  
*City Engineer.*

DEAR SIR,—I beg to submit to you my Annual Report for the year 1900.

As you will notice by the following a considerable amount of repairs have been done, leaving the plant in a fairly good condition, with the exception of Nos. 1, 2, and 3 batteries of boilers in the old plant, especially Nos. 1 and 2 batteries, which should be replaced with new boilers if the old Worthingtons are to be kept in service. The brick work on all three batteries needs rebuilding, and in my opinion Nos. 1 and 2 are not worth rebricking. The boilers of No. 3 battery are in fairly good condition, but are starting to show signs of weakness at seams. These boilers are closely watched and kept clean. I might state, as I did in last year's report, about injection pipe for Nos. 4 and 5. This pipe should be extended further out into the bay so as to secure cleaner water for boilers as it is getting dirtier every year. I might also mention that a new floor is badly needed in old engine room. The walls of old and new boiler rooms will require whitewashing and considerable painting this coming spring.

I would also recommend that a fence be erected on wharf immediately above intake and discharge pipe for Nos. 4 and 5, to extend about fifty feet on each side so as to prevent bathing, if this pipe is to remain in its present position.

The following is a statement of repairs made to the plant at this station during the year.

## REPAIRS TO ENGINE NO. 1.

Main pump examined. Took off all valves in both pumps, replaced all good ones, found a number of bad valves, spindles and seats, placed in good working order. Air pumps examined, put in new valves, springs and stems where required. Steam pipe and jacket joints made, packed all four, used 63 feet of  $\frac{7}{8}$ -in. square hemp packing.

Had 25 feet 1-in. pipe put in discharge from trap.  
Had new brasses put in connecting rods No. 1 air pumps.  
Had holding down bolts and stays put in No. 1 air pumps.  
Overhauled boiler feed pump, put in new rods.

#### REPAIRS TO ENGINE No. 2.

Opened up main pumps, replaced several new valves and spindles.  
Examined air pumps, packed all four using 90 feet of  $\frac{7}{8}$ -in. square hemp packing, put in 13 new valves, 5 springs and 2 spindles.

Put 2 $\frac{1}{2}$ -in. valve on force injection.

#### REPAIRS TO ENGINE No. 3.

Had all four plungers taken out of pumps, put new brass sleeves on plungers, had valve spindles turned up and bushed, ground valve spindles on bonnets, overhauled all valve motion on cylinders, examined air pumps, replaced valves and springs where required. Packed all pump glands and steam cylinder glands.

Had plunger taken out of No. 3 large boiler feed pump, filed up plunger rod, replaced, packed all glands, examined all valves.

#### REPAIRS TO ENGINES Nos. 4 AND 5.

On April 5th—Took down beam and main rod No. 4 engine, high pressure side, put in new liner, opened up receiver, examined tubes ; found them tight and in fairly good condition.

On June 11th—Engine No. 4 was shut down to make repairs to foundation on high pressure side main bed-plate. Took out about half of the old brick foundation, and had same rebuilt with hard brick and cement.

On August 16th—Stopped No. 5 engine, had new crank pin put in high pressure side, put new liner in side rod, low pressure side ; also made new joint on air pump steam cylinder bottom, east side.

On September 28th—Made and put in new liner on link rod, low pressure side No. 4 engine.

On November 13th—Re-babbitted beam end of main rod, high pressure side No. 4 engine.

On December 13th—Engine No. 4 was shut down to make repairs to main pillar block. Put in 10 1 $\frac{1}{4}$ -in. studs and 4 new bolts.

#### REPAIRS TO BATTERIES OF BOILERS Nos. 1 AND 2.

Put new blow-off pipes and asbestos cocks on Nos. 1, 2, 3, and 4 boilers of No. 1 battery, and new blow-off pipes and asbestos cocks on Nos. 1 and 2 boilers of No. 2 battery, put two second hand asbestos cocks on Nos. 3 and 4 boilers of No. 2 battery ; had discharge from blow-off all lined up and put in good condition ; used 50 feet 2 inch pipe.

Took down all water columns on Nos. 1 and 2 boilers, cleaned out pipes, re-seated all feed valves in front of boilers ; made 20 new joints on steam pipes on top of Nos. 1 and 2 batteries of boilers.

Made 20 new joints on steam pipes on top of Nos. 1 and 2 batteries of boilers.

Put in back water feed on Nos. 1 and 2 batteries of boilers, used 40 feet of  $1\frac{1}{2}$ -in. pipe, 35 feet of  $1\frac{1}{4}$ -in. pipe.

Repaired asbestos covering on steam pipes Nos. 1 and 2 batteries of boilers.

Had patch put on No. 4 boiler No. 1 battery.

Had seams calked on Nos. 2, 3 and 4 boilers of No. 1 battery.

Relined furnaces No. 1 battery of boilers.

#### REPAIRS TO FIRE BOILERS OF NO. 3 BATTERY.

Boilers washed out ; took off cast iron flanges had steel flanges rivited on ; for blow-off pipes put on all new blow-off pipes and repaired all blow-off cocks, put in back feed pipes, valves, etc. ; combustion chambers bricked up, also had bridge walls repaired ; straightened up north wall of battery.

#### REPAIRS TO BATTERIES OF BOILERS NOS. 4 AND 5.

The fire boxes of both batteries of boilers were newly relined with fire brick, and the combustion chambers rebricked. During the year 16 Hawley Down-draft Tubes and 19 grate Bars were put in furnaces.

Had hydrant put on 6-in. main, between Nos. 4 and 5 batteries, for washing boilers.

Had new wire cable put on damper attachments No. 5 battery.

Two new boiler tubes were put in No. 5 battery.

Had new feed pipe put down in front of boilers No. 5 battery, used 20 feet of  $2\frac{1}{2}$ -in. pipe, 10 feet of 2-in. pipe and 66 feet of  $1\frac{1}{2}$ -in. pipe.

Had new blow-off pipe put in No. 5 battery.

#### WORK DONE TO AND ABOUT OLD ENGINE HOUSE.

The sides and back walls of batteries of boilers Nos. 1, 2 and 3 have been whitewashed ; the walls of boiler houses Nos. 1, 2 and 3 have been painted and whitewashed ; the well has been thoroughly cleaned, cellar cleaned out and whitewashed ; made new box for expansion joint on steam pipe. Electric light on lawn.

#### WORK DONE TO AND ABOUT NEW ENGINE HOUSE.

The walls of boiler houses Nos. 4 and 5 have been thoroughly cleaned, painted and whitewashed ; cellar cleaned and whitewashed ; the posts in west coal shed were covered with iron ; closed in ventilators over Nos. 4 and 5 boilers, painted same ; had new float made for well ; necessary running repairs to boilers and attachments have been attended to.

Respectfully submitted,

ALEX. MCRAE,

*Chief Engineer.*

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## SCHEDULES

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## WATER WORKS DEPARTMENT

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NOTE.—For Schedule No. 1, "Cash Expenditure on Maintenance Account," etc., see page 156.  
 For Schedule No. 10, "Analysis of Expenditure at Main Pumping Station" see page 158.

SCRF  
STATEMENT OF WATER PUMPED BY E

Month.	No. of Days on which Engines were Working.			Number of Hours Working Each Month.			Number of Strokes for Each Engine per Month.			Quantit by No.
	No. 1.	No. 2.	No. 3.	No. 1.	No. 2.	No. 3.	No. 1.	No. 2.	No. 3.	
January .....	5	19	.....	h. m. 51 40	h. m. 282 25	h. m. .. ..	37,622	199,109	.....	8,57
February .....	2	2	.....	.....	5 05	.. ..	.....	4,421	.....	.....
March .....	9	.....	.....	93 00	.. ..	.. ..	62,672	.....	.....	14,28
April .....	2	2	.....	10 15	8 25	.. ..	7,211	5,702	.....	1,64
May .....	3	2	.....	30 15	7 30	.. ..	20,193	4,124	.....	4,60
June .....	24	10	.....	432 25	190 40	.. ..	316,146	129,721	.....	72,08
July .....	27	.....	.....	434 45	.. ..	.. ..	290,416	.....	.....	66,21
August .....	28	3	.....	535 35	55 35	.. ..	391,168	42,970	.....	89,18
September .....	28	.....	.....	534 05	.. ..	.. ..	393,531	.....	.....	89,72
October .....	22	7	.....	233 32	68 55	.. ..	159,123	48,443	.....	36,28
November .....	27	3	.....	310 05	35 20	.. ..	214,358	24,611	.....	48,87
December .....	24	.....	2	286 48	.. ..	28 20	177,012	.....	24,447	40,33
Totals.....	199	48	2	2,952 25	653 55	28 20	2,069,452	459,101	24,447	471,85
Monthly averages ..	18	6	2	268 18	81 44	28 20	188,132	57,387	24,447	42,89
Daily averages.....	.....	.....	.....	14 50	13 37	14 10	10,399	9,564	12,223	2,370

L No. 2.

Nos. 1, 2 AND 3 FOR THE YEAR 1900.

Water Pumped per Month by Engine in Imp. Gals. Gross.		Total Quantity Pumped in Imp. Gals. Gross.	Percentage of Slip.	Total Quantity Pumped in Imp. Gals. Net.	Average Pressure on Pumps.	Average Level of Water in Well Below Zero.	Total Quantity of Coal Con- sumed per Month by Nos. 1, 2 and 3 Engines.	Coal Consumed while Bank- ing Fires, Etc.		Coal Consumed while Pumping.	
No. 2.	No. 3.				Lbs. 94.3	Ft. 7 In. 3	Tons. 313 Lbs. 1,970	Tons. 69 Lbs. 540	Tons. 244 Lbs. 1,430		
6 91,391,031	.....	99,968,847	6	93,970,717	Lbs. 94.3	Ft. 7 In. 3	Tons. 313 Lbs. 1,970	Tons. 69 Lbs. 540	Tons. 244 Lbs. 1,430		
6 2,029,239	.....	2,029,239	6	1,907,485	93.5	7 3	36 180	31 246	4 1,934		
6 .....	.....	14,289,216	6	13,431,864	93.4	8 5	80 1,640	45 1,683	34 1,957		
8 2,617,218	.....	4,261,326	6	4,005,647	93.5	6 11	22 1,390	12 522	10 868		
4 1,892,946	.....	6,496,950	6	6,107,133	95.2	7 0	22 1,970	7 157	15 1,813		
8 59,541,939	.....	131,623,227	6	123,725,834	93.7	7 1	383 1,920	61 1,515	322 405		
8 .....	.....	66,214,848	6	62,241,958	92.3	6 10	227 660	65 483	162 177		
4 19,723,230	.....	108,909,534	6	102,374,962	95.5	7 3	348 990	81 1,787	266 1,203		
8 .....	.....	89,725,068	6	84,341,564	95.4	7 3	229 1,490	10 159	219 1,331		
4 22,235,337	.....	58,515,381	6	55,004,459	92.9	7 3	169 310	25 1,829	143 481		
4 11,296,449	.....	60,170,073	6	56,559,869	94.5	7 8	199 1,070	52 488	147 582		
6 .....	10,909,242	51,267,978	6	48,191,900	94.0	7 8	257 1,550	132 551	125 999		
6 210,727,389	10,909,242	693,471,687	....	651,863,386	1,128.2	58 10	2,292 1,140	594 1,960	1,697 1,180		
6 26,340,923	10,909,242	57,789,307	....	54,321,948	94.0	7 3	191 95	49 193	141 123		
0 4,390,154	5,454,621	2,785,026	....	2,617,925	.....	9 .....	9 16	2 779	6 1,635		

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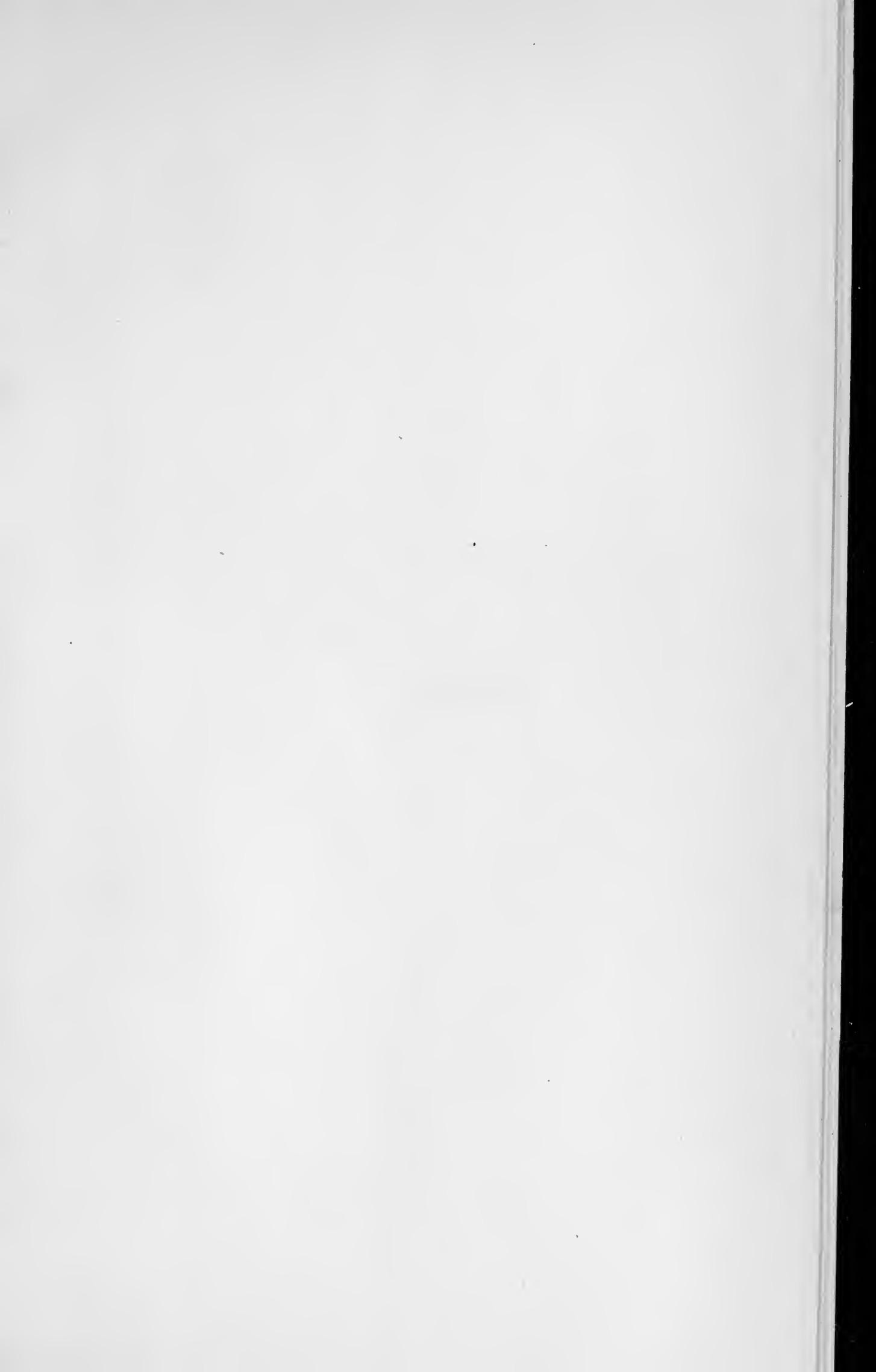
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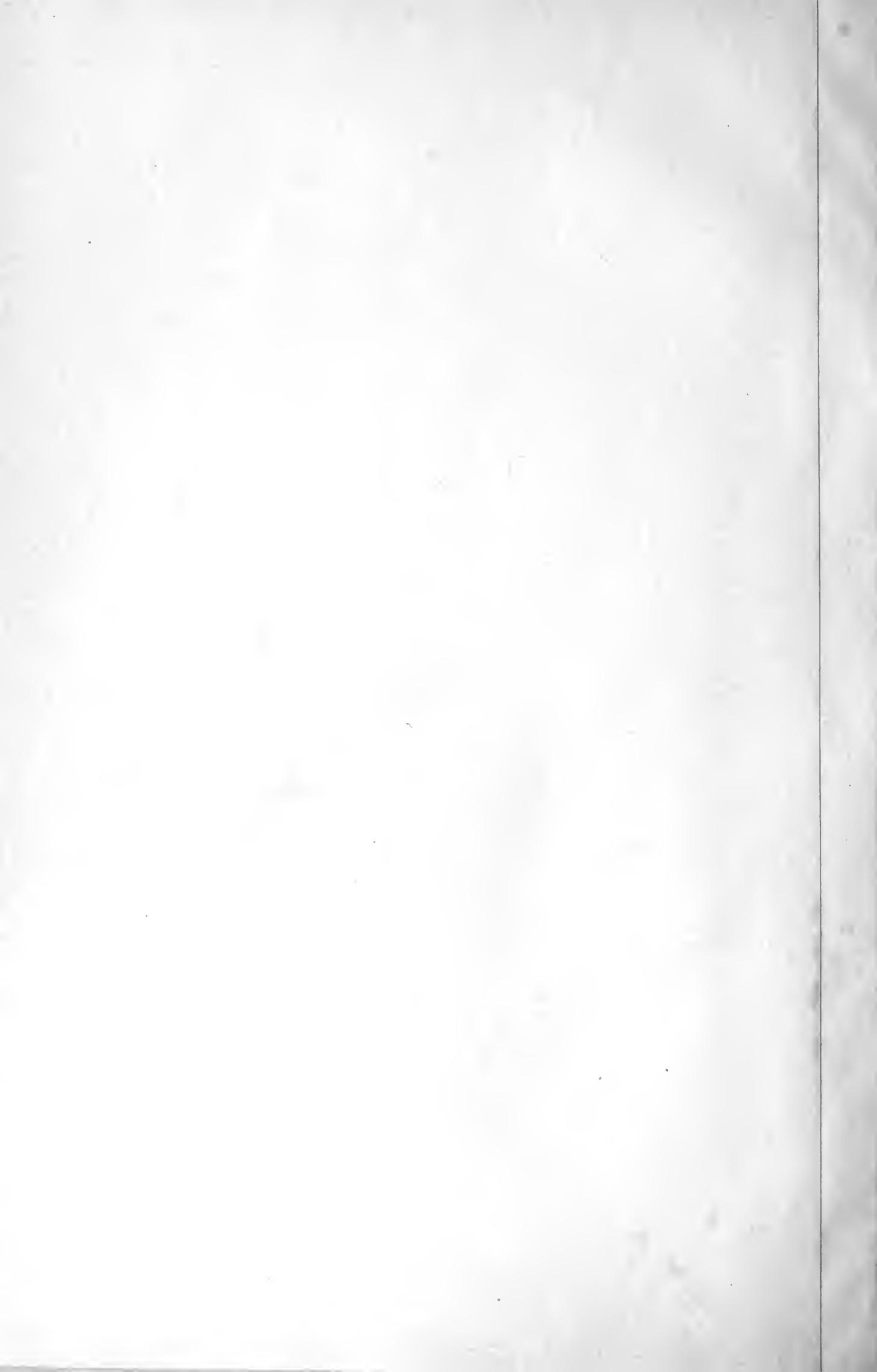
SCHED<sup>E</sup>  
STATEMENT OF WATER PUMPED BY ENGINES

Month.	No. of Days on which Engines were working.		Number of Hours working each Month.		Number of Strokes made by Engines each Month.		Quantity of Water pumped each Month by each Engine—Imp. Gallons—G.	
	No. 4.	No. 5.	No. 4.	No. 5.	No. 4.	No. 5.	No. 4.	No. 5.
January .....	22	31	478 30	733 55	1,011,467	1,640,172	213,419,537	34,330
February .....	28	28	663 30	666 30	1,408,008	1,475,428	297,089,688	30,333
March.....	31	31	737 00	729 50	1,615,636	1,654,920	340,899,196	34,333
April .....	30	30	707 00	704 45	1,476,186	1,519,292	311,475,668	31,333
May.....	31	31	734 35	727 10	1,555,992	1,599,810	328,314,312	33,336
June .....	24	30	543 30	718 10	1,153,162	1,600,031	243,317,182	33,330
July.....	31	31	733 10	731 15	1,576,788	1,604,340	332,702,268	33,331
August .....	31	30	732 50	678 05	1,569,320	1,487,587	331,126,520	31,333
September.....	30	30	708 55	708 15	1,521,709	1,557,833	321,080,599	32,344
October .....	31	31	738 25	736 30	1,515,783	1,574,685	319,830,213	33,333
November .....	30	30	708 00	712 50	1,403,673	1,522,966	296,175,003	31,322
December .....	30	31	683 40	740 05	1,331,553	1,560,121	280,937,683	32,322
Totals.....	349	364	8,169 05	8,587 20	17,139,277	18,797,185	3,616,387,869	3,940
Monthly Averages ..	29.0	30.3	680 45	715 36	1,428,273	1,566,432	301,365,655	32,325
Daily Averages ..			23 24	23 35	49,109	51,640	10,362,142	1,344

UE No. 3.

ES NOS. 4 AND 5 FOR THE YEAR 1900.

Imp'd each M.	Total Quan- tity Pumped by Nos. 4 & 5 Engines. Imp. Gallons Gross.	Percentage of Slip.	Total Quan- tity Pumped. Imp. Gallons Net.	Average Pressure on Pumps.	Average Lift by Engines.	Total Quan- tity of Coal used under Boilers each Month.	Coal Con- sumed for Banking Fires.		Coal Con- sumed while Pumping.	
							Tons. Lbs.	Tons. Lbs.	Tons. Lbs.	Tons. Lbs.
136,540	557,856,077	2	546,698,956	Pounds. 95.0	Ft. In. 23 8	Tons. Lbs. 757 380	55	710	701	1,670
139,880	606,929,568	2	594,790,977	92.5	24 4	775 1,220	49	1,997	725	1,223
133,200	688,432,396	2	674,663,749	92.9	24 3	912 830	44	1,284	867	1,546
131,320	630,526,988	2	617,916,449	92.9	23 0	783 635	50	000	733	635
130,100	664,274,412	2	650,988,924	94.0	23 0	827 1,440	34	344	793	1,096
136,510	579,323,692	2	567,737,219	93.7	23 6	734 1,890	24	360	710	1,530
131,400	669,613,668	2	656,221,395	94.5	24 0	821 1,430	24	1,972	796	1,458
133,270	643,519,790	2	630,649,395	94.6	23 7	881 70	24	1,962	856	108
134,930	648,225,529	2	635,261,019	94.2	24 9	792 30	25	319	766	1,711
133,850	650,514,063	2	637,503,782	91.9	24 3	841 1,430	55	730	786	700
132,860	615,997,863	2	603,677,906	93.3	24 3	826 1,590	53	1,159	773	431
135,410	608,583,093	2	596,411,432	94.0	24 2	827 480	51	1,571	775	909
139,270	7,563,797,139	2	7,412,521,197	1,122.7	286 9	9,781 1,425	494	408	9,287	1,017
130,772	630,316,428	2	617,710,100	93.5	23 10	815 285	41	367	773	1,918
134,530	21,216,822	....	20,792,485	.....	27	876	1	772	26	103



SCHEDULE No. 4.

RECORD OF WATER RE-PUMPED AT HIGH LEVEL STATION FOR THE YEAR 1900.



COMPARATIVE STATEMENT OF COAL CONSUMED AND WATER PUMPED BY MONTHS FOR THE YEARS 1899 AND 1900.

1899.

1900.

MONTH.	Water.		Coal.		Water.		Coal.		
	Engine No.	Quantity Pumped.	Total Quantity Pumped.	Quantity Consumed.	Total Consumption.	Engine No.	Quantity Pumped.	Total Quantity Pumped.	Quantity Consumed.
January .....	1, 2 and 3 4 and 5 .....	641,516,538	Imp. Gals. Net.	Tons. Lbs.	1, 2 and 3 4 and 5 .....	Imp. Gals. Net.	Tons. Lbs.	Imp. Gals. Net.	Tons. Lbs.
February .....	1, 2 and 3 4 and 5 .....	57,311,740 594,981,627	641,516,538	911,1,230	960	204	470	93,970,717 546,698,956	313 1,970 757 380
March .....	1, 2 and 3 4 and 5 .....	5,098,887 638,272,369	652,293,367	819 1,180	1,023	1,120	1,2 and 3 4 and 5 .....	1,907,485 594,790,977	1,071 350 775 1,220
April .....	1, 2 and 3 4 and 5 .....	20,936,901 576,168,237	643,371,256	905 1,115	927	235	1,2 and 3 4 and 5 .....	13,431,864 674,663,749	811 1,400 912 830
May .....	1, 2 and 3 4 and 5 .....	3,383,899 623,451,252	597,105,138	72 610	933	30	1,2 and 3 4 and 5 .....	688,095,613	993 470 22 1,390
June .....	1, 2 and 3 4 and 5 .....	9,764,205 634,643,846	626,835,151	902 1,680	922	1,270	1,2 and 3 4 and 5 .....	621,922,096	806 25 783 635
July .....	1, 2 and 3 4 and 5 .....	43,359,079 661,503,180	644,408,051	43 20 915 880	938	900	1,2 and 3 4 and 5 .....	657,096,057	850 1,440 383 1,920
August .....	1, 2 and 3 4 and 5 .....	49,081,437 676,213,991	704,862,259	1,037 1,070	1,168	1,450	1,2 and 3 4 and 5 .....	567,737,219	734 1,890 691,463,053
September .....	1, 2 and 3 4 and 5 .....	21,209,936 643,338,588	725,295,428	1,028 1,910	1,214	960	1,2 and 3 4 and 5 .....	102,374,962	227 660 718,463,353
October .....	1, 2 and 3 4 and 5 .....	17,012,113 615,075,544	664,548,524	59 490	1,002	80	1,2 and 3 4 and 5 .....	635,261,019	821 1,430 719,602,583
November .....	1, 2 and 3 4 and 5 .....	30,311,410 601,262,093	632,087,657	35 30 930 600	1,061	570	1,2 and 3 4 and 5 .....	84,341,564 55,004,459	733,024,357 792 30
December .....	1, 2 and 3 4 and 5 .....	176,257,817 484,193,528	631,573,503	114 1,680 930 1,240	965	630	1,2 and 3 4 and 5 .....	56,559,869 603,677,906	1,021 1,520 841 1,430
Totals.....	.....	7,824,348,217	630,451,345	1,045	920	1,452	1,2 and 3 4 and 5 .....	48,191,900 596,411,432	1,010 1,740 660,237,775
Daily averages.....	.....	21,436,569	.....	12,341	935	1,160	1,960	644,603,332	827 480 8,064,384,595
		21,436,569	.....	33	1,624	.....	.....	22,094,204	12,074 565 33 - 160



## CITY ENGINEER'S REPORT.

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## SCHEDULE No. 6.

COMPARATIVE STATEMENT SHOWING NUMBER OF GALLONS PUMPED, QUANTITY AND COST OF FUEL, ETC.,  
FROM 1876 TO 1900, INCLUSIVE.

YEAR.	Total Water Pumped — Imp. Gals.	Quantity of Fuel. Lbs.	Total Cost of Fuel. \$	Average Daily Quantity of Water Pumped — Imp. Gals.	Average Daily Consumption of Coal. Lbs.	Water Pumped per Pound of Fuel. — Imp. Gals.
						c.
1876	1,625,139,876	6,998,282	19,645.75	4,451,202	19,093	232.55
	2,633,433,932	10,407,992	25,556.29	7,214,887	28,515	253.02
1877	1,417,370,918	8,120,000	15,196.20	3,883,208	22,246	174.55
1878	1,610,104,542	10,872,211	19,313.07	4,411,245	29,787	148.09
1879	1,785,859,706	11,694,608	28,455.72	4,879,422	31,953	152.17
1880	1,910,430,419	12,391,874	31,410.04	5,234,056	33,950	154.18
1881	2,108,933,115	11,685,556	30,170.64	5,777,899	32,015	180.47
1882	2,809,965,484	17,266,679	43,529.08	7,698,511	47,306	162.74
1883	3,645,442,082	19,920,782	52,525.56	9,960,224	54,428	183.00
1884	3,537,482,598	18,644,465	46,589.27	9,691,733	51,081	189.73
1885	4,134,376,998	19,285,371	41,979.32	11,327,060	52,837	214.37
1886	4,417,938,169	23,283,900	50,051.85	12,103,940	63,791	189.74
1887	4,041,964,514	20,457,935	46,600.77	11,073,875	56,049	197.57
1888	4,148,781,634	19,231,940	44,135.10	11,366,525	52,690	215.72
1889	5,249,760,226	34,615,830	55,239.99	14,382,904	67,536	212.96
1890	6,207,656,403	29,300,240	60,012.77	17,007,275	80,291	211.86
1891	6,659,925,670	34,565,875	71,805.25	18,246,371	94,278	193.00
1892	6,646,021,488	26,013,840	64,702.86	18,208,278	71,270	255.47
1893	6,589,492,142	26,822,145	54,902.85	18,053,403	73,485	245.67*
1894	6,639,680,218	21,178,879	40,221.85	18,190,902	58,024	313.5
1895	6,781,187,980	18,606,508	25,307.90	18,527,836	50,837	364.4
1896	6,723,757,030	20,711,250	26,880.50	18,421,253	56,743	324.64
1897	7,136,334,102	22,100,145	27,572.00	19,551,600	60,548	322.91
1898	7,824,348,217	24,682,935	26,684.57	21,436,569	67,624	316.99
1899	8,064,384,595	24,148,565	38,668.54	22,094,204	66,160	333.95
1900						

\* A larger percentage was allowed for slip in 1894 and 1895, than in other years.

SCHEDULE No. 7.  
QUANTITY OF WATER PUMPED AND QUANTITY CONSUMED DURING EACH MONTH OF 1900, WITH AMOUNT OF DAILY CONSUMPTION.

Month.	Total Quantity Pumped per Month in Imperial Gallons	Quantity Stored in Reservoir at end of each Month. Imperial Gallons	Quantity Consumed during each Month. Imperial Gallons	Average Daily Consumption of Water. Imperial Gallons	Average Daily Consumption of Coal at Main Pumping Station	
					Tons.	Lbs.
<i>Stored in Reservoir on 31st December, 1899.</i>						
January .....	640,669,673	26,872,689	641,913,824	20,706,897	34	1,108
February .....	596,698,462	25,628,538	600,540,525	21,440,733	28	1,978
March .....	688,095,613	21,786,475	686,696,951	22,151,514	32	079
April .....	621,922,096	23,185,137	619,063,977	20,635,465	26	1,734
May .....	657,096,057	26,043,256	658,531,239	21,242,943	27	884
June .....	691,463,053	24,608,074	698,013,957	23,267,132	37	593
July .....	718,463,353	18,057,170	709,647,834	22,891,865	33	1,683
August .....	733,024,357	26,872,689	736,915,186	23,771,457	39	1,324
September .....	719,602,583	22,981,860	716,333,829	23,877,794	34	117
October .....	692,508,241	26,250,614	707,813,125	22,832,681	32	1,217
November .....	660,237,775	10,945,730	644,518,174	21,483,939	34	422
December .....	644,603,332	26,665,331	646,050,759	20,840,347	35	000
<b>Totals .....</b>	<b>8,064,384,595</b>	.....	.....	.....	396	1,139
<b>Averages .....</b>	<b>672,032,049</b>	.....	.....	.....	22,094,204	33 095

## SCHEDULE No. 8.

COMPARATIVE STATEMENT SHOWING INCREASE OF DEPARTMENT YEARLY, 1875 TO 1900 INCLUSIVE.

YEAR.	Average Daily Consumption of Water.	Population.	Average Daily Consumption of Water for all Purposes.	Capacity of Water Pumps.	Total Number of House-holds in use in each year.	Number of Serv- ices in use in each year.	Total Number of House-holds put in use each year.	Number of House-holds in each year.	Total Number of Serv- ices put in use each year.	Total Number of Serv- ices in use in each year.	Miles.	Average Pressure on Pumps.				
												No. 1, Worth- ington Engine.	No. 2, Worth- ington Engine.	No. 3, Inglis & Hunter Engine.	No. 4, Blake Engine.	No. 5, Blake Engine.
1875	3,424,000	68,678	49.86	2,769	842	...	...	...	...	...	...	49.810	88.10	97.51	97.69	97.51
1876	4,451,202	71,693	62.09	3,512	740	...	...	...	...	...	...	80.250	88.78	97.51	97.69	97.51
1877	2,812,000	67,386	41.74	4,518	1,006	...	...	...	...	...	...	107.570	83.33	97.65	96.64	97.65
1878	3,883,208	70,867	54.79	6,707	2,189	28	...	...	...	...	...	110.240	89.65	95.28	99.04	95.28
1879	4,411,245	73,813	59.76	8,568	1,861	47	...	...	...	...	...	111.290	113.312	98.22	99.52	98.22
1880	4,879,422	75,110	64.96	12,236	1,014	66	...	...	...	...	...	115.518	96.32	100.78	100.78	100.78
1881	5,234,056	76,934	68.03	2,654	79	...	...	...	...	...	...	116.145	94.85	101.66	101.66	101.66
1882	5,777,899	81,372	71.01	14,062	1,826	94	...	...	...	...	...	131.352	94.27	103.49	103.49	103.49
1883	7,698,511	91,796	83.87	16,276	{ 1,766 } { 448 }	109	...	...	...	...	...	138.301	99.146	107.036	107.036	107.036
1884	9,960,224	105,211	94.66	18,363	2,087	130	...	...	...	...	...	143.257	98.84	106.45	106.45	106.45
1885	9,706,127	111,800	86.82	20,707	2,344	140	195	195	195	195	195	156.042	104.88	104.92	104.92	104.92
1886	11,344,337	118,403	95.81	23,643	2,936	152	256	256	256	256	256	165.894	...	...	...	...
1887	12,060,610	126,169	95.59	26,893	3,315	176	332	332	332	332	332	182.625	93.41	92.36	94.57	92.36
1888	11,069,784	166,809	66.36	29,883	3,055	174	897	897	897	897	897	212.822	94.25	94.82	94.92	94.92
1889	11,378,962	175,000	65.02	34,056	3,288	222	1,347	1,347	1,347	1,347	1,347	229.257	92.83	93.55	93.58	93.58
1890	14,434,722	185,000	78.02	36,192	2,191	229	1,479	1,479	1,479	1,479	1,479	237.967	93.38	93.66	93.91	93.91
1891	17,007,275	188,904	90.03	38,250	2,111	230	1,544	1,544	1,544	1,544	1,544	242.561	...	...	...	...
1892	18,246,371	188,904	96.59	39,401	1,200	288	1,535	1,535	1,535	1,535	1,535	244.964	94.18	94.18	94.18	94.18
1893	18,208,278	188,904	96.38	39,927	526	300	1,600	1,600	1,600	1,600	1,600	245.478	94.88	94.88	94.88	94.88
1894	18,056,881	188,904	95.58	40,326	399	258	1,580	1,580	1,580	1,580	1,580	249.627	94.5	94.5	94.5	94.5
1895	18,192,063	190,000	95.74	40,683	357	...	1,500	1,500	1,500	1,500	1,500	252.646	95.1	95.1	95.1	95.1
1896	18,527,836	195,987	94.53	40,951	313	230	1,553	1,553	1,553	1,553	1,553	255.625	95.3	95.3	95.3	95.3
1897	18,378,722	195,987	93.77	41,315	364	230	1,598	1,598	1,598	1,598	1,598	257.613	94.9	94.9	94.9	94.9
1898	19,576,957	200,000	97.88	41,838	523	230	1,580	1,580	1,580	1,580	1,580	258,774	94.0	94.0	94.0	94.0
1899	21,436,509	225,000	95.27	42,552	714	230	1,598	1,598	1,598	1,598	1,598	230	1,700	93.5	93.5	93.5
1900	22,094,204	235,000	94.01	43,242	690	...	...	...	...	...	...	230	230	230	230	230

## SCHEDULE No. 9.

RECORD OF GAUGING AT ROSEHILL RESERVOIR FOR EACH MONTH OF 1900.

Month.	Elevation of Lowest Water Above Zero.		Elevation of Highest Water Above Zero.		Average Elevation Above Zero.		Average Depth in Reservoir.		Average Contents in Imperial Gallons.
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	
January .....	209	10	214	8	212	7	16	7	24,404,791
February .....	211	6	214	4	213	3	17	3	26,043,256
March .....	210	7	212	10	211	10	15	10	22,583,399
April.....	212	4	214	4	213	6	17	6	26,665,331
May .....	211	0	214	3	212	10	16	10	25,014,627
June .....	209	6	214	3	211	10	15	10	22,583,399
July .....	210	7	214	5	212	11	16	11	25,217,904
August.....	209	6	214	1	212	2	16	2	23,388,414
September .....	210	3	214	0	212	6	16	6	24,201,530
October .....	213	1	214	5	213	3	17	3	26,043,256
November .....	207	0	214	1	212	8	16	8	24,608,074
December .....	213	0	214	5	213	5	17	5	26,457,972
Averages .....	.....		.....		212	8	16	8	24,767,662

NOTE.—The return for October is for a period of 20 days only, the Reservoir being shut off for annual cleaning on October 20th. The water did not obtain its normal level until the 7th November.

The average depth of water in the Reservoir for the year (exclusive of 10 days in October) was 16 ft. 8 in., equal to an elevation of 212 ft. 8 in. above zero.

SCHEDULE No. 11.  
STATEMENT OF MAINS LAID DURING THE YEAR 1900.

Street, Avenue, Etc.	Side of Street.	Location.	Length in Feet.
<b>16-IN. STEEL PIPE:</b>			
Queen east .....	Centre....	Across the Don Bridge and Railway tracks	212
<b>16-IN. CAST IRON PIPE:</b>			
Queen east .....	North.....	Connection between 16-in. steel pipe and 12-in. main to road west of Don.	50
Queen east .....	North ....	Connection between 16 in. steel pipe and 6-in. cast iron main on n.s. of Queen e. at a point 76 ft. w. of Davies Ave.	63
		Total .....	113
<b>6-IN SUB-MAINS:</b>			
Englewood Av .....	North.....	From Pape Ave. to Jones Ave.....	1,311
Frichott.....	North.....	" Yonge St. to McMurrich St .....	421 $\frac{1}{4}$
King .....	North.....	" 16-in. main to 48 $\frac{1}{2}$ ft. w. of a point w. of King and Queen Sts.	231
Lowther Av .....	South ....	" St. George St. to w. line Huron St.	452
Lowther Av .....	South ....	" Walmer Rd. to 139 ft. east .....	271
Nanton Cres.....	West .....	" 480 ft n. of Date Ave. 212 ft. north.	212
Queen east .....	North ....	" 16-in. main to Davies Ave .....	92
Roxborough (1899).	North ....	Extension to 108 ft. west .....	108
St. George.....	West .....	From 521 ft. n. of Lowther Ave. to 281 ft. n.	281
Vine .....	West.....	" Front St. to Mill St .....	543
Waverley Rd .....	East ....	" 679 ft. s. of Queen St. to 756 ft. s ...	756
		Total .....	4,678 $\frac{1}{4}$
<b>4-IN. SUB-MAINS:</b>			
Trefford Pl .....	North ....	From Claremont St. to Bellwoods Ave.....	314 $\frac{1}{4}$
Waverley Rd .....	East ....	" Queen St. 195 ft. n. to City limits...	209 $\frac{1}{2}$
		Total .....	523 $\frac{3}{4}$
<b>2-IN. SERVICE MAINS:</b>			
Kew Beach .....	North ....	From Lee Ave. to 650 ft. west.....	670

6-INCH MAINS ABANDONED DURING THE YEAR 1900.

Street, Avenue, Etc.	Side of Street.	Location.	Length in Feet.
King east .....	North ....	From Junction with Queen St. e. pipe to 55 ft. west.	55
Queen east .....	South ....	" Davies Ave. to Junction with King St. pipe.	270
		Total .....	325

*Mains throughout the City of all sizes and descriptions, including those on Streets, Government, Private and other Property, at end of the Year.*

Size.	Total length in feet in use at end of 1899.	Put in dur- ing 1900.	Abandoned during 1900.	Total length in feet in use at end of 1900.
36-inch mains .....	2,780	.....	.....	2,780
30-inch " .....	11,292	.....	.....	11,292
24-inch " .....	27,779	.....	.....	27,779
20-inch " .....	3,953	.....	.....	3,953
16-inch " .....	.....	325	.....	325
*12-inch " .....	245,601 $\frac{1}{4}$	.....	.....	245,601 $\frac{1}{4}$
10-inch sub-mains .....	14,195	.....	.....	14,195
* 8 inch " .....	7,275	.....	.....	7,275
* 6-inch " .....	979,766 $\frac{1}{4}$	4,678 $\frac{1}{4}$	325	984,119 $\frac{1}{2}$
* 4 inch " .....	43,892 $\frac{1}{4}$	523 $\frac{3}{4}$	.....	44,416
3-inch " .....	10,586	.....	.....	10,586
2-inch and 1-inch service mains..	4,908 $\frac{1}{2}$	670	.....	5,578 $\frac{1}{2}$
Old 8-inch cast iron mains .....	6,085	.....	.....	6,085
Old 8-inch cement mains .....	1,240	.....	.....	1,240
	1,359,353 $\frac{1}{4}$	6,197	325	1,365,225 $\frac{1}{4}$

Total length in use at end of the year—1,365,225 $\frac{1}{4}$  feet, or 258 564 miles.

\*12-inch on Avenue Road classed on street and private property also and 8-inch, 6-inch, 4-inch revised and difference in sizes and measurements in Parkdale corrected.

## SCHEDULE No. 12.

STATEMENT OF HYDRANTS PLACED IN POSITION DURING THE YEAR 1900.  
NEW HYDRANTS PLACED IN POSITION.

Street, Avenue, Etc.	Side of Street.	Location.
Nanton Crescent..	West .....	57½ ft. south of Elm Avenue
Shaw Street . . .	" .....	12 ft. north of Argyle Street.
St. George Street..	" .....	598 ft. north of Lowther Avenue.
"      " . . .	" .....	802 ft. north of Lowther Avenue.
Vine Street.....	" .....	87 ft. south of Front Street.
"      " . . .	" .....	108 ft. north of Mill Street.
Waverley Road ..	East .....	20 ft. north of Lake Shore Road.
"      " . . .	" .....	481½ ft. north of Lake Shore Road.
Gutta Percha Co..	" .....	In yard in front of new building.
3-WAY HYDRANTS REPLACING 2-WAY ALREADY IN POSITION.		
Lansdowne Avenue	West .....	350 ft. north of Queen Street west.
Queen Street W....	South .....	Opposite West Lodge Avenue.
"      " . . .	" .....	350 ft. east of Strachan Avenue.
Wellington Street..	" .....	400 ft. east of York Street.
4-WAY HYDRANTS REPLACING 2-WAY ALREADY IN POSITION.		
Front Street.....	North .....	250 ft. west of Bay Street.
Wellington Street..	South .....	140 ft. west of Bay Street.

## THE FOLLOWING 2-WAY HYDRANTS HAVE BEEN REMOVED FROM OFF THE STREETS DURING 1900 :

Street.	Side of Street.	Location.
Argyle Street.....	North .....	10 ft. west of Shaw Street.
Front Street.....	North .....	250 ft. west of Bay Street.
Lansdowne Avenue	West .....	350 ft. north of Queen Street.
Queen Street.....	South .....	opposite West Lodge Avenue.
"      " . . .	South .....	350 ft. east of Strachan Avenue.
Wellington Street..	South .....	140 ft. west of Bay Street.
"      " . . .	South .....	400 ft. east of York Street.

## SUMMARY OF HYDRANTS.

Number of Hydrants of all kinds on streets at end of 1899.....	2,972
"          "      on private and other property at end of 1899.....	86
	_____
	3,058
There was removed from off the streets, 1 2-way Hydrant, 4 2-way Hydrants were replaced by 3-way Hydrants, and 2 2-way Hydrants were replaced by 4-way Hydrants during 1900.....	7
	_____
	3,051
*Number of additional Hydrants set on streets during 1900.....	8
4 way Hydrants replacing 2 ways already set on streets.....	2
3 "      "      "      2 "      "      "      "      "      ".....	4
*2 "      "      set on private property during 1900 .....	1
	_____
Total number of Hydrants in use at end of 1900.....	3,066

\*The total number of new Hydrants placed during the year 1900 was 9 2-way Hydrants.

A large number of old 2 way Hydrants were replaced during the year with the new improved body 2 way Hydrants.

## SCHEDULE No. 13.

TOTAL LIST OF ALL VALVES PLACED IN POSITION DURING THE YEAR 1900, SHEWING  
THE SIZE, POSITION, ETC.

Street, Avenue, Etc.	Side of Street.	Location.
<b>12 IN. STOP VALVES :</b>		
Farley Av .....	North .....	West line of Tecumseth Street.
Queen Street west.	South .....	East " Roncesvalles Avenue.
" .....	East " .....	Dundas Street.
<b>6-IN. STOP VALVES :</b>		
Dorset Street .....	West .....	North line of Wellington Street.
Englewood Av....	North .....	East " Pape Avenue.
Englewood Av....	" .....	West " Jones Avenue.
Farley Av.....	South .....	East " Maud Street.
Frichott Street....	North .....	West " Yonge Street.
Frichott Street....	" .....	East " McMurchie Street.
King Street .....	" .....	At apex with Queen Street East.
Lowther Av .....	South .....	East line of Walmer Rd.
Lowther Av .....	" .....	East " St. George Street.
Lowther Av .....	" .....	West " St. George Street.
Tate Street .....	" .....	West " Vine Street.
Turner Av.....	North .....	East " Walnut Avenue (near hydrant).
Vine Street .....	West .....	South " Front Street.
Vine Street .....	" .....	North " Mill Street.
Vine Street .....	East .....	On main to Davies Co. (Tate Street).
William Street....	" .....	North line of Anderson Street.
William Street....	" .....	Opposite No. 82.
<b>4-IN. STOP VALVES :</b>		
Treford Pl.....	North .....	West line of Claremont Street.
Treford Pl.....	" .....	East " Bellwoods Avenue.
Waverley Rd. ....	East .....	North " Queen Street East.

THE FOLLOWING STOP VALVES HAVE BEEN TAKEN OUT OR ABANDONED DURING THE  
YEAR 1900.

Street, Avenue, Etc.	Side of Street.	Location.
<b>8-IN. STOP VALVE :</b>		
King Street east ..	South .....	Near the west side of Don Bridge (abandoned).
<b>6-IN. STOP VALVES :</b>		
Queen Street east..	South .....	Opp. west line of Davies Avenue.
Queen Street west.	" .....	Opp. west line of Sunnyside Avenue.

## SUMMARY OF VALVES ON STREETS AT END OF 1900.

Size and Description.	In use at end of 1899.	Put in during 1900.	Taken out dur ing 1900.	Total at the end of 1900.
<b>STOP VALVES :</b>				
36 inches .....	4	.....	.....	4
30 " .....	8	.....	.....	8
24 " .....	17	.....	.....	17
20 " .....	2	.....	.....	2
*12 " .....	451	3	.....	454
10 " .....	6	.....	.....	6
9 " .....	6	.....	.....	6
8 " .....	12	.....	1	11
6 " .....	1,707	17	2	1,722
*4 " .....	72	3	.....	75
*3 " .....	29	.....	.....	29
<b>Totals.....</b>	<b>2,814</b>	<b>23</b>	<b>3</b>	<b>2,834</b>
<b>CHECK VALVES.</b>				
36 inches .....	5	.....	.....	5
*30 " .....	4	.....	.....	4
*24 " .....	1	.....	.....	1
20 " .....	1	.....	.....	1
*12 " .....	11	.....	.....	11
*6 " .....	44	.....	.....	44
<b>Totals.....</b>	<b>66</b>	<b>.....</b>	<b>.....</b>	<b>66</b>

\* Corrected to end of 1900.

SCHEDEULE No. 14.  
STATEMENT OF HOUSE SERVICES LAID DURING 1900.

Name of Street.	Size of Services.						
	$\frac{1}{2}$ -inch.	$\frac{5}{8}$ -inch.	$\frac{3}{4}$ -inch.	1-inch.	2-inch.	3-inch.	4-inch.
Arnold Av.	1						
Adelaide, west				2	1		
Avenue Rd.	5	5		1			
Admiral Rd.	1	2					
Abell	1						
Albany Av.	4			1			
Arthur	1	5					
Argyle	1						
Augusta Av	1						
Bismarck Av	1						
Bloor, west	2		2	1	1		
Bellwoods Av.	5						
Beatty Av.			1				
Brunswick Av	4	9					
Bathurst	1	6		1			
Bruce	1						
Bartlett Av.	2						
Brock Av.				2			
Berkeley	3						
Bedford, Rd				1			
Bernard Av.		2					
Belmont	1						
Broadview Ave.	7						
Bay		2					
Berryman	1						
Brooklyn Av.	6						
Borden	3						
Badgerow Av	2						
Bleeker	2						
Bolton Av.	2						
Boustead Av.	2						
Bond				1			
Bank	2						
Columbus Av.	3						
Cummings	1						
Crescent Rd			7				
Chesnut	1						
Chesnut Pl.	1						
Cowan Av.	3	3					
Church				2			
Clinton	4						
Chamberlain Av.					1		
Clarmont	4						
Crawford	3						
Chicora Av.	3						

HOUSE SERVICES LAID DURING 1900.—*Continued.*

Name of Street.	Size of Service.							
	$\frac{1}{2}$ -inch.	$\frac{5}{8}$ -inch.	$\frac{3}{4}$ -inch.	1-inch.	2-inch.	3-inch.	4-inch.	6-inch.
Christie .....	1	..	..	..	..	..	..	..
Caer Howell.....	..	..	..	1	..	..	..	..
Carlaw Av.....	1	..	..	..	..	..	..	..
Camden .....	..	1	..	..	..	..	..	..
College.....	2	..	..	..	1	..	..	..
Charles .....	..	..	..	1	..	..	..	..
Cottingham .....	..	1	..	..	..	..	..	..
Cypress .....	..	..	..	1	..	..	..	..
Close Av.....	1	..	..	..	..	..	..	..
Centre Av.....	1	..	..	..	..	..	..	..
Court .....	..	..	..	..	1	..	..	..
Delaware Av.....	9	7	..	..	..	..	..	..
Dunbar Rd.....	..	4	2	1	..	..	..	..
Dovercourt Rd.....	3	2	2	..	..	..	..	..
Dufferin.....	6	..	..	..	..	1	..	..
Davenport Rd .....	7	..	..	..	..	..	..	..
Devonshire Pl.....	..	..	..	1	..	..	..	..
Duchess.....	..	..	..	1	..	..	..	..
Danforth Av .....	1	..	..	..	..	..	..	..
Dupont .....	2	5	..	..	..	..	..	..
Dundas.....	1	3	..	..	..	..	..	..
Dowling Av.....	..	1	2	..	..	..	..	..
Dunedin .....	1	..	..	..	..	..	..	..
Euclid Av.....	7	2	..	..	..	..	..	..
Empress Crest.....	2	..	..	..	..	..	..	..
Elm Av .....	..	..	..	1	..	..	..	..
Elm Grove'Av .....	..	1	..	..	..	..	..	..
Esplanade, west.....	..	1	..	..	..	..	..	..
Esplanade, east .....	..	..	..	..	1	..	..	..
Edith .....	1	..	..	..	..	..	..	..
Eastern Av.....	5	..	..	..	..	1	..	1 8-in.
Evans Av.....	..	1	..	..	..	..	..	..
Elizabeth .....	3	..	..	..	..	..	..	..
Exhibition Grounds.....	1	..	2	..	..	..	..	..
Edwin Av.....	2	..	..	1	..	..	..	..
Englewood Av.....	1	..	..	..	..	..	..	..
Farley Avenue.....	1	..	..	1	1	..	..	..
Front, west.....	..	..	..	..	..	..	2	..
Florence .....	2	..	..	..	..	..	..	..
Fuller .....	7	1	..	..	..	..	..	..
Franklin Av.....	2	..	..	..	..	..	..	..
Fenning .....	2	..	..	..	..	..	..	..
Fermanagh Av.....	..	..	..	..	1	..	..	..
Glen Rd.....	..	..	..	1	1	1	..	..
Givens .....	2	..	..	..	..	..	..	..
Gerrard, east.....	6	1	..	..	..	..	..	..
Gwynne Ave.....	1	..	..	..	..	..	..	..
George .....	2	..	..	..	1	..	..	..

HOUSE SERVICES LAID DURING 1800.—*Continued.*

Name of Street.	Size of Service.							
	$\frac{1}{2}$ -inch.	$\frac{5}{8}$ -inch.	$\frac{3}{4}$ -inch.	1-inch.	2-inch.	3-inch.	4-inch.	6-inch.
Gould.....					1			
Golden Av .....	6	1						
Grenville.....		1						
Garnet Ave.....	1							
Hazelton Av.....	2							
Howland Av .....	8	8						
Huron ....	3	4						
Harvard Av.....	1	1						
Hogarth Av .....	1							
Hallam Av .....				1				
Howland Rd.....	1							
Hackney .....	3							
Huxley.....		2						
Harrison .....	1							
Howard Park Av .....				1				
Indian Rd.....		1	1					
Jameson Ave.....	2	4						
Jones Av.....	3							
Jarvis .....					1			
John.....	1				1			
King, west .....		2			1	1		1
Kew Beach .....	15							
Ketchum Av .....			1					
Knox .....	1							
Lansdowne Av.....	6							
Lippincott .....	2							
Lucas .....	1							
Leonard Av .....	1							
Lowther Av .....		2	3	3				
Lewis .....	4							
Lombard .....			1					
Louisa .....	1							1
Langley Av.....	1							
Lee Av .....	3							
Leslie .....	1				1			
Leopold .....		2						
London .....	1							
Mcpherson .....	2							
Macdonall Av.....	1							
Manning Av.....	7	2						
Markham.....	9	5						
Millstone Lane .....				1	1			1
Maple Ave .....				1	1			
Massey .....	2							
Madison Av.....		5	1	1				
Morse .....	2							
Manchester Av.....	1							
Marshall .....	2							

HOUSE SERVICES LAID DURING 1900.—*Continued.*

Name of Street.	Size of Service.							
	$\frac{1}{2}$ -inch.	$\frac{5}{8}$ -inch.	$\frac{3}{4}$ -inch.	1-inch.	2-inch.	3-inch.	4-inch.	6-inch.
Marion.....			1					
Muir Av.....	1							
Mill.....	3							
Melinda.....						1		
Maynard Av.....	2							
McKenzie Av.....				1				
McKenzie Crest.....	1							
McGee.....	1							
McMurrich.....					1			
Niagaia.....								1
North Markham.....	1							
Nanton Crest.....				1				
Northumberland.....	1							
North Beaconsfield.....	3							
Ossington Av.....	3	1						
Oxford.....	1							
O'Hara Av.....		1						
Parliament.....	2		1					
Pape Av.....	1				1			
Park Rd.....	1		1					
Price.....	4							
Prince Arthur Av.....			1					
Power.....	2	1						
Pears Av.....	6							
Pearl.....					1			
Perth Av.....	2		1					
Palmerston Av.....	1							
Portland.....					1			
Piper.....					1			
Queen, east.....	13	1						
River.....	2							
Russett Av.....	1							
Ross.....		1						
Rusholme Rd.....					1			
Robert.....	2	3		1				
Roylat.....	1							
Russell.....							1	
Roxboro, east.....		2			1			
Rosedale Rd.....				1				
Scollard.....	2							
St. Helen's Av.....	1							
Sumach.....	12							
Simpson Av.....	2							
Seaforth Av.....	1							
St. Clarens Av.....	6							
Springhurst Av.....	1	2						
Spruce.....	1							

HOUSE SERVICES LAID DURING 1900.—*Continued.*

Name of Street.	Size of Service.							
	$\frac{1}{2}$ -inch.	$\frac{5}{8}$ -inch.	$\frac{3}{4}$ -inch.	1-inch.	2-inch.	3-inch.	4-inch.	6-inch.
St. Albans.....		1				1		
Sussex.....	9	1						
Shaftesbury Av.....	1							
Steiner.....	1							
Surrey Pl.....				1				
St. David.....	1							
St. George.....			2	1				
Spadina Av.....		4	1					
St. Patrick.....	1	1						
Shaw.....	5	1						
Sackville.....	3							
Stewart.....	2				1			
Sheppard.....				1	1			
St. Joseph.....					1			
South Drive.....				1				
Sherbourne.....			1					
Strachan Av.....								1
Summerhill.....	3							
Spadina Pl.....	2							
Tyndall Av.....		8						
Taylor.....	3							
Tate.....	2							
Ulster.....	1							
Victoria.....	1							
Vine.....	1							
West Marion.....	1							
Wellington, west.....							1	1
William.....	3							
Wilson Av.....	1							
Westmoreland Av.....	3							
Waverley Rd.....	4							
Wellesley Crest.....			1					
Wellesley.....		2				1		
Wellesley Pl.....						1		
Woodbine Av.....	1							
Wells.....	2							
Walmer Road.....			1					
Wright Av.....	2							
Withrow Av.....	1				1			
Woodlawn Av.....	1							
Wood.....	2							
Woolsley.....	3							
Water.....	2							
Wellington Av.....						1		
Walton.....	1							
Water.....					1			
Wallace Av.....	1							
Yorkville Av.....	7							

HOUSE SERVICES LAID DURING 1800.—*Continued.*

## SCHEDULE No. 15.

## STATEMENT OF HOUSE SERVICES IN USE TO 31ST DECEMBER, 1900.

Total number of services in use previous to 1874.....	1,375
" " " laid during 1874.....	552
Number of new " " 1875.....	842
" renewed services laid during 1875 .....	24
" new " " 1876 by permit .....	141
" renewed " " 1876.....	12
" new " laid by Commission 1876 .....	602
" renewed " " " 1876.....	258
" new " " " 1877.....	1,006
" renewed " " " 1877.....	161
" new " laid by Corporation 1878.....	2,189
" renewed " " " 1878.....	103
" new " " " 1879.....	1,861
" renewed " " " 1879.....	97
" new " " " 1880.....	1,014
" renewed " " " 1880.....	41
" new " " " 1881.....	2,654
" renewed " " " 1881.....	117
" new " " " 1882.....	1,826
" renewed " " " 1882.....	44
" new " " " 1883.....	1,766
" renewed " " " 1883.....	54
" new " " " 1884.....	2,087
" renewed " " " 1884.....	12
" new " " " 1885.....	2,344
" renewed " " " 1885.....	22
" new " " " 1886.....	2,936
" renewed " " " 1886.....	19
" new " " " 1887.....	3,250
" renewed " " " 1887.....	65
" new " " " 1888.....	2,990
" renewed " " " 1888.....	65
" new " " " 1889.....	3,288
" renewed " " " 1889.....	68
" new " " " 1890.....	2,136
" renewed " " " 1890.....	55
" new " " " 1891.....	2,058
" renewed " " " 1891.....	53
" new " " " 1892.....	1,151
" renewed " " " 1892.....	49
" new " " " 1893.....	526
" renewed " " " 1893.....	2
" new " " " 1894.....	390

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Number of renewed services laid by Corporation	1894.....	11
" new	" "	1895.....
" renewed	" "	1895.....
" new	" "	1896.....
" renewed	" "	1896 .....
" new	" "	1897.....
" renewed	" "	1897.....
" new	" "	1898.....
" renewed	" "	1898.....
" new	" "	1899.....
" renewed	" "	1899.....
" new	" "	1900.....
" renewed	" "	1900.....
New services in Yorkville at time of annexation....		448
" " Parkdale	" "	885
Total number services laid on Island .....		262

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CITY ENGINEER'S REPORT.

**SCHEDULE 16.**  
**NUMBER AND SIZE OF SERVICES IN USE TO DECEMBER 31ST, 1900.**

SCHEDULE No. 17.  
METERS TAKEN OFF AND REPLACED DURING 1900

Month.	$\frac{3}{8}$ -inch.			$\frac{5}{8}$ -inch.			$\frac{3}{4}$ -inch.			$1\frac{1}{2}$ -inch.			2-inch.			3-inch.			4-inch.			5-inch.			6-inch.			Total.
	Off.	On.	Off.	On.	Off.	On.	Off.	On.	Off.	On.	Off.	On.	Off.	On.	Off.	On.	Off.	On.	Off.	On.	Off.	On.	Off.	On.	Off.	On.		
January . . . . .	1	...	...	...	10	13	4	6	5	7	1	1	2	...	2	3	...	...	...	...	...	...	...	...	...	...	55	
February . . . . .	...	...	6	4	3	2	3	3	1	1	5	3	1	...	1	1	...	...	...	...	...	...	...	...	...	...	34	
March . . . . .	...	...	11	7	10	6	7	6	...	2	2	...	1	1	...	1	...	...	...	...	...	...	...	...	...	...	52	
April . . . . .	...	...	10	8	6	3	3	4	...	1	1	...	1	1	...	1	1	...	...	...	...	...	...	...	...	...	36	
May . . . . .	...	3	...	2	2	2	1	2	1	...	...	...	1	1	...	1	1	...	...	...	...	...	...	...	...	...	15	
June . . . . .	...	1	...	1	9	9	5	4	2	2	...	...	...	...	1	1	...	1	1	...	...	...	...	...	...	...	36	
July . . . . .	...	...	9	5	4	2	2	4	...	...	...	2	1	1	...	1	1	...	1	1	...	...	...	...	...	...	32	
August . . . . .	1	1	14	8	2	5	1	5	...	...	...	1	2	...	1	2	...	1	2	...	...	...	...	...	...	...	41	
September . . . . .	...	11	8	4	3	2	...	...	...	...	2	1	1	...	1	2	...	2	1	1	...	...	1	1	...	...	36	
October . . . . .	...	15	15	5	5	2	3	...	...	...	2	1	1	...	1	2	...	1	1	1	...	...	1	1	...	...	50	
November . . . . .	...	5	5	4	2	3	2	...	1	1	...	1	1	...	1	1	...	1	1	1	...	...	1	1	...	...	26	
December . . . . .	...	22	18	6	2	1	2	...	1	1	...	1	1	...	1	1	...	1	1	...	1	1	...	1	1	...	55	
Totals . . . . .	1	4	2	124	102	55	41	33	39	2	3	16	12	10	11	5	4	2	1	1	1	...	...	...	...	468		

## SCHEDULE No. 18.

METERS REPAIRED WITHOUT REMOVAL FROM SERVICES DURING 1900.

Month.	$\frac{1}{2}$ -inch.	$\frac{5}{8}$ -inch.	$\frac{3}{4}$ -inch.	$\frac{3}{4}$ -inch.	$1\frac{1}{2}$ -inch.	2-inch.	3-inch.	4-inch.	6-inch.	8-inch.	10-inch.	Totals.	New Boxes.	New Frames.	Frames and boxes repaired.
January .....	4	9	15	2	8	8	...	1	...	...	...	47	5	2	2
February .....	1	9	9	7	1	5	4	1	...	...	...	37	3	...	...
March .....	2	1	6	10	1	9	5	4	2	...	...	40	2	...	...
April .....	2	6	7	14	...	7	7	...	3	...	...	46	7	6	7
May .....	3	6	18	...	6	7	1	4	...	...	...	45	14	4	5
June .....	9	10	11	...	7	7	...	4	...	...	...	48	12	1	3
July .....	4	10	11	3	4	4	1	3	...	...	...	40	13	2	6
August .....	4	3	20	...	8	9	5	8	1	1	...	59	5	2	7
September .....	8	6	3	2	4	3	1	2	1	...	...	30	3	1	2
October .....	1	6	10	11	2	10	4	4	3	...	...	51	6	1	3
November .....	3	7	16	...	9	6	7	8	...	...	...	56	8	2	3
December .....	8	8	13	4	10	10	4	8	...	...	...	65	3	2	...
Totals .....	665	91	149	15	87	74	28	46	2	1	564	81	23	38	

## SCHEDULE No. 19.

SIZE AND NUMBER OF NEW METERS PLACED DURING 1900.

$\frac{1}{2}$ -inch.	$\frac{5}{8}$ -inch.	$\frac{3}{4}$ -inch.	1-inch.	$1\frac{1}{2}$ -inch.	2-inch.	3-inch.	4-inch.	6-inch.	Total.
2	18	9	16	2	6	7	6	2	68

## SCHEDULE No. 20.

RETURN OF TEMPERATURE OF WATER FOR YEAR 1900, TAKEN AT SHORE CRIB AND CITY HALL TAP.

Month.	DEGREES FARENHEIT.					
	Shore Crib.			City Hall Tap.		
	Highest.	Lowest.	Average.	Highest.	Lowest.	Average.
January .....	39	33	36.3	41	37	39.0
February . . . . .	37	34	35.3	42	36	37.7
March .....	36	33	33.9	38	35	36.3
April .....	40	35	36.6	42	37	39.0
May.....	45	37	40.4	50	41	43.5
June .....	48	40	43.3	50	43	46.4
July.....	52	40	43.8	54	45	47.7
August .....	68	44	56.3	67	48	58.5
September .. . . .	66	42	53.1	67	46	54.0
October .. . . .	61	41	54.6	61	45	56.8
November .. . . .	54	39	44.7	57	42	47.1
December .. . . .	42	36	38.3	44	39	41.4
Averages of year .....	49	37.8	42.9	51	41.1	45.6

## ANALYSIS OF TEMPERATURE.

*Shore Crib.*

The highest, on August 24th, 68 deg.; the lowest, on March 6th, 33 deg.; the highest average, in August, 56.3 deg.; the lowest average, in March, 33.9 deg.

*City Hall Tap.*

The highest, on August 24th, 67 deg.; the lowest, on March 2nd, 35 deg.; the highest average, in August., 58.5 deg.; the lowest average in March, 36.3 deg.

SCHEDULE No. 21.  
WORK DONE BY CONSTRUCTION AND REPAIRS DEPARTMENT, 1900.

12—E

	House Services.		Services Cut Out.		Leaks on Mains.		Services Moved to Sidewalks.	
	Leaks.	Burst Inside.	Blown Out.	Dug Out.	Cleanned Out.	Turmed Off.	Turned On.	Suit Sidewalks.
January.....	182	32	20	205	17	12	61	..
February.....	140	40	15	25	241	37	15	88
March.....	178	44	16	18	250	108	26	132
April.....	161	31	16	16	205	66	30	77
May.....	184	36	22	15	219	14	45	58
June.....	172	28	12	20	300	30	35	34
July.....	195	26	15	13	287	7	10	35
August.....	185	21	23	46	255	13	5	17
September.....	146	24	12	36	138	5	13	25
October.....	123	24	9	20	313	9	21	59
November.....	171	33	11	20	215	9	6	82
December.....	178	33	7	13	139	5	8	52
Total.....	2,015	372	166	262	2,767	320	226	720



## ACCOUNTANT'S STATEMENT.

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CITY ENGINEER'S OFFICE,

December 30th, 1900.

C. H. RUST, Esq.,  
*City Engineer.*

DEAR SIR,—I attach herewith a statement of expenditure for the year ending December 31st, 1900, shewing details of contract work, material and labour on General, Special and Local Improvement Work, also statement of expenditure of the Water Works Branch, with details of same to December 31st, 1900, all of which is respectfully submitted.

Yours truly,

WM. McCARTNEY,  
*Accountant.*

For Abstract of Charges See Page	ACCOUNTS.	\$      c.	\$      c.	\$      c.
GENERAL WORKS.				
96	Asphalt cleaning .....	17,087 07		
94	Bridges, repairs and maintenance..	8,798 23		
96	Culvert cleaning .. .	5,374 00		
96	Engineering and expenses.....	25,039 14		
97	General purpose .....	19,019 46		
101	Roadways .. .	32,029 43		
104	Sidewalks .. .	13,783 90		
105	Snow cleaning off sidewalks .	7,917 72		
105	Street cleaning .. .	51,546 61		
106	Scavenging .. .	71,664 91		
106	Street watering .. .	23,240 49		
107	Stone and wood crossings .. .	1,805 44		
108	"      " kerbs .. .	540 29		
108	Private drains .. .	13,807 24		
		<hr/>	291,653 93	
	Less am't paid Treas. for p'te drains .. .	13,328 04		
SPECIAL WORKS.				
109	Ashbridge's Bay Ditch .....	8 56		
109	Cribbing Block "D".....	11,279 25		
109	Dowling Ave. sewer .....	396 13		
109	Don improvement roadway .. .	241 72		
109	Dredging slips .. .	8,385 20		
109	Dundas St. Bridge, track repairs..	319 11		
110	Flushing asphalt pavements .. .	907 46		
110	Howland Ave. sewer .. .	714 93		
110	Level crossings .. .	4,496 79		
110	Lever Bros., agreement .. .	12,699 62		
112	Moving Elliott & Neelon plant ..	486 35		
112	"      sheds Western yard ..	154 17		
112	Piling at Don River, Queen St....	1,477 20		
112	"      Keating's Channel ..	714 85		
112	Queen St. east culvert .. .	320 51		
112	Relaying stone sett roadways ..	1,014 69		
112	"      sidewalk s.s. King St....	530 16		
112	Rosedale Ravine drive .. .	481 08		
113	Rentals .. .	1,015 00		
113	Reconstruction of track allowance.	62,144 89		
115	Sand pump .. .	5,271 63		
116	Sewage disposal .. .	640 30		
116	Stone, House of Industry.....	162 24		
116	Street Railway matters .. .	1,115 32		
116	Sidewalk, King St., opp. Stanley P'k	262 26		
117	Street numbering .. .	132 54		
117	Steam road roller .. .	2,550 00		
117	Track repairs .. .	11,148 49		
117	Weed cutting .. .	513 70		
		<hr/>	129,584 15	
117	<i>Deduct amount paid by G. T. R. for Station Street asphalt .. .</i>	5,000 00		
		<hr/>	124,584 15	
	<i>Carried forward .. .</i>			402,910 04
				<hr/>

For Abstract of Charges See Page	ACCOUNTS.	\$	e.	\$	c.	\$	e.
	<i>Brought forward</i> .....					402,910	04
	BRIDGES, GRADINGS, OPENINGS, ETC.						
118	Eastern Ave. Bridge .....	5,120	19				
118	Humber River Bridge .....	4,958	37				
118	Queen St. Bridge .....	47,384	93				
119	Noble Street extension .....	4,064	00				
117	Railway pavements.....					61,527	49
						3,080	71
	<i>Local Improvement Works:</i>						
120	Sewers .....			7,171	49		
121	Asphalt pavements.....	241,735	43				
129	Brick      "	64,103	12				
133	Cedar block    "	77,833	59				
140	Gravel .....	1,273	72				
140	Macadam .....	54,273	72				
140	Cobble stone .....	756	15				
146	Tamarac .....	197	98				
147	Brick sidewalks.....	472	92				
147	Concrete    "	67,632	88				
149	Wooden    "	45,167	34				
	Personal and departmental acc'ts.....			113,273	14		
						560,618	34
						37,665	78
						1,065,802	36

DETAILS.	\$	c.	\$	c.	\$	c.
<b>BRIDGES, REPAIRS, ETC.</b>						
<i>Glen Road Bridge.</i>						
5,500 lbs. castings, \$137.50 ; 24 drain pipes, \$30 .....	167	50				
432 machine bolts, \$25.92 ; 542 lbs. washers, \$5.23 ; files, \$1.11 .....	32	26				
27 beams, \$717.44 ; 1,226 ft. oak, \$19.97 ; 64,688 ft. lumber, \$1,002.03 .....	1,739	44				
Coal oil, machine oil, wick, turps, etc....	7	20				
Screws and nails, \$38.97 ; sundry tools, 82c. ....	39	79				
Teaming, \$9 75 ; blacksmithing, \$45 ....	54	75				
209 lbs. sheet lead .....	14	63				
Labor .....	107	83				
			2,163	40		
<i>Cherry Street.</i>						
15 piles, \$66 ; 4,760 ft. lumber, \$88.17 ; 2 wheels, \$30 .....	184	17				
11½ toise stone, \$126.50 ; sundry tools, \$4.65 .....	131	15				
Oils, 90c. ; 2 gears, \$4.76 ; 600 lbs. nails, \$14.30 .....	19	96				
9 lbs. steel, \$1.35 ; 20 lbs. rope, \$3 ; black- smithing, \$42.28 .....	46	63				
Labor .....	1,090	39				
			1,472	30		
<i>York Street.</i>						
Boiled oil, turps, putty, etc.....	8	95				
Hammers, brushes and sundry tools.....	5	40				
Labor .....	54	94				
			69	29		
<i>Lamb's Draw Bridge.</i>						
466 ft. lumber, \$8.69; 4 kegs nails, \$14.15; oils, 60c.....	23	44				
Blacksmithing, \$1.20 ; labor, \$127.16 .....	128	36				
			151	80		
<i>Gerrard Street.</i>						
10,750 ft. lumber, \$212.44 ; 800 lbs. nails, \$31.40 .....	243	84				
1 jack screw, \$10 ; sundry tools, \$12 .....	22	00				
¼ cord cedar blocks, \$1.35 ; 20 bbls. cement, \$60.27 ; 20 yds. sand, \$15.80.....	77	42				
Coal oil and wick .....	2	17				
Blacksmithing, \$5.38 ; labor, \$457.48 .....	462	86				
			808	29		
<i>Carried forward</i> .....			4,665	08		

	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			4,665	08		
<i>Winchester Street.</i>						
7,531 ft. lumber, \$461.89 ; 4 kegs nails, \$14 ; cartage, \$5 .....	480	89				
Bolts, \$27.50 ; sundry tools, \$4.72 .....	32	22				
Labor .....	317	60				
	—	—	830	71		
<i>Danforth Avenue.</i>						
6,395 ft. lumber.....	126	82				
Labor .....	130	61				
	—	—	257	43		
<i>Strachan Avenue.</i>						
4 kegs nails, \$14.10 ; 851 ft. lumber, \$25.62 .....	39	72				
Sundry tools .....	2	20				
Labor .....	200	30				
	—	—	242	22		
<i>Castle Frank.</i>						
1,275 ft. lumber .....	31	82				
Labor .....	60	84				
	—	—	92	66		
<i>Dupont Street Culvert.</i>						
720 ft. lumber.....	13	46				
Labor .....	8	66				
	—	—	22	12		
<i>Island Park Bridge.</i>						
9,005 ft. lumber, \$199.64 ; 200 lbs. nails, \$7.50 .....	207	14				
Ferry Fares .....	33	45				
Labor .....	195	70				
	—	—	436	29		
<i>Dundas Street.</i>						
Labor .....	4	76				
	—	—	4	76		
<i>Crawford Street.</i>						
16,859 ft. lumber, \$322.22 ; 700 lbs. nails, \$25.40 .....	347	62				
500 laths.....	3	75				
Labor .....	143	33				
	—	—	494	70		
<i>Queen Street.</i>						
Electric light.....			16	06		
<i>Carried forward</i> .....			7,062	03		

	\$	c.	\$	\$.	\$	c.
<i>Brought forward .....</i>			7,062	03		
<i>Humber River Bridge.</i>						
Labor.....					1	12
<i>Shaw Street.</i>						
49,260 ft. lumber, \$1,044.01 ; 1,600 lbs. nails, \$62.30 .....	1,106	31				
Sundry tools .....	8	13				
Labor.....	595	73				
			1,710	17		
<i>Huntley Street.</i>						
Labor.....					6	13
<i>Bridge Tools.</i>						
Sundry tools .....			66	48		
Less amount of labor charged lake shore road culvert.....	29	70				
Less amount of labor charged to Eastern Avenue Bridge .....	18	00			47	70
<i>CULVERT CLEANING.</i>						
2,519 ft. lumber, \$40.52 ; 125 lbs. nails, \$2 73 .....	43	25				
704 ft. kerb, \$9.50 ; cedar posts, 78c.....	10	28				
Bolts and rivets.....	3	30				
Labor.....	5,317	17				
			5,374	00		
<i>ASPHALT CLEANING.</i>						
110 ft. lumber, \$6.14 ; 50 lbs. nails, \$5 ; bolts and rivets, \$5.12.....	16	26				
895 lbs. iron, \$29.26 ; 885 lbs. brass fibre, \$185.85.....	215	11				
8 pr. wheels, \$34 ; 18 galv. iron tubs, \$81	115	00				
17½ doz. garments, \$159 ; duck caps, \$36	195	00				
12 pieces sheet steel, \$30 ; 4 sets axles, \$13	43	00				
50 lbs. vermillion, \$10 ; sundry material, \$8.98 .....	18	98				
Labor .....	16,483	72			17,087	07
<i>ENGINEERING AND EXPENSES.</i>						
Books and subscriptions, \$136.41 ; blank books, etc., \$24.11 .....	160	52				
Hack hire, \$163 ; horse keep, \$494.23....	657	23				
Postage stamps and cards, \$225 ; mounting maps, \$3.....	228	00				
<i>Carried forward .....</i>	1,045	75			31,259	30

	\$    c.	\$    c.	\$    c.
<i>Brought forward</i> .....	1,045 75	.....	31,259 30
Rent of 'phone, \$37.50 ; messages, \$17.38	54 88		
Drawer locks, etc., \$10.27 ; rubber stamps, \$5.75 .....	16 02		
Petty cash, \$20 ; sundry office fittings, \$10.90 .....	30 90		
Draughting materials, \$4.25 ; typewriting supplies, \$69.05 .....	73 30		
Lithographing, \$322 ; photos, \$125.20....	447 20		
Printing, \$20 ; changing and altering signs, \$1.75 .....	21 75		
Installing electric bells, \$18.85 ; rubber matting, \$4.88 .....	23 73		
Harness fittings .....	1 75		
Travelling expenses .....	144 45		
Advice re Municipal lighting, Alex. Dow..	75 00		
Car tickets .....	375 00		
Labor .....	22,729 41		
			25,039 14
GENERAL PURPOSE.			
<i>Sewer Repairs.</i>			
5,950 ft. lumber, \$120.67 ; 112 lbs. nails, \$4.10 .....	124 77		
52½ bbls. cement, \$141.92 ; 6,825 bricks, \$52.07 ; 23½ bbls. sand, \$16.69 .....	210 68		
328 ft. pipe, \$72.28 ; manhole covers, steps, etc., \$11.81 .....	84 09		
Globes, wick, oil, etc. ....	27 36		
Boiled oil, turps, etc. ....	15 83		
Turning patterns .....	123 68		
Board of horse .....	182 00		
Rentals .....	139 00		
Hinges, screws, rope, etc. ....	17 46		
Hire of engine and pile-driver, \$22.84 ; rent of 'phones, \$45 .....	67 84		
6 yds. gravel, \$4.80 ; 55 lbs. gaskets. \$13.75 ; 6 pr. rubber boots, \$27.40 ..	45 95		
6 pr. hose couplings, \$15 ; rent of bicycle, \$8 .....	23 00		
Extra dredging, Dupont Street sewer .....	6 00		
Labor and material, Queen Street bridge..	59 41		
Labor .....	3,363 05		
	4,490 12		
Less amount paid Treasurer .....	335 77		
			4,154 35
<i>Cleaning and Flushing.</i>			
7 pr. rubber boots, \$26.32 ; 500 ft. hose, \$525 ; washers, 38c .....	551 70		
200 ft. lumber, \$3.50 ; 509 lbs. castings, \$10.18 .....	13 68		
<i>Carried forward</i> .....	565 38	4,154 35	56,298 44

	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....	565	38	4,154	35	56,298	44
Repairing siphons, \$20; sundry tools, \$11.30.....	31	30				
Board of horse .....	31	00				
119 lbs. rope, \$17.85; patterns, \$5.75 .....	23	60				
Labor .....	2,947	60				
			3,598	88		
<i>Public Lavatory.</i>						
925 ft. pipe, \$18.58; 1 pr. spring hinges, \$5.75 .....	24	33				
Whisks, brooms, dust-pans, etc.....	2	85				
Repairs .....	21	80				
Disinfecting fluids, etc.....	10	85				
Paint, polish, etc.....	6	09				
Labor .....	315	00				
			380	92		
<i>Manholes and Culverts.</i>						
Manhole steps, covers, tops, etc.....	78	43				
5,485 lbs. castings, \$144.80; bends and junctions, \$8.50 .....	153	30				
1,439 ft. pipe, \$149.08; 6-ft. culvert con- nection pipe, \$1.14 .....	150	22				
177 bbls. cement, \$504.44; 56½ yds. sand, \$40.64 .....	545	08				
1,756 ft. lumber, \$25.38; 20 yds. gravel, \$16.06 .....	41	44				
Lanterns, pails, globes, etc .....	14	06				
39,350 bricks, \$309.69; board of horse, \$30 .....	339	69				
Sundry tools, \$11.28; coal oil, wick, etc., \$8.94 .....	20	22				
Patterns, \$8.40; blacksmithing, \$8.40....	16	80				
Labor .....	1,823	97				
	3,183	21				
Less amount of material returned to stores	107	00				
			3,076	21		
<i>Tools and Miscellaneous.</i>						
Repairs to tools, \$30.45; horse feed and straw, \$12.29.....	42	74				
Rent of 'phones, \$19.98; photo supplies, \$23.70.....	43	68				
Blue print paper, etc., \$149.85; mounting maps, \$61.05.....	210	90				
8 gals. varnish, \$17.13; shellac, putty and turps, \$12.52.....	29	65				
3 doz. card holders, \$27; blue print frames, \$131.93 .....	158	93				
704 ft. moulding, \$29.74; mould hooks, etc., \$3.65 .....	33	39				
	519	29	11,210	36	56,298	44
<i>Carried forward</i> .....						

	\$   c.	\$   c.	\$   c.
<i>Brought forward</i> .....	519 29	11,210 36	56,298 44
2,937 ft. lumber, \$107.18 ; 50 ft. flooring, \$1.10 ; 410 lbs. nails, \$11.55 .....	119 83		
2 oak cabinets, \$120 ; 22 ft. office blind webs, \$13.20 .....	133 20		
Lettering vaults, etc., \$41 ; lithographing, \$143.50 .....	184 50		
Brass fittings, \$58 ; 755 lbs. castings, \$15.10 .....	73 10		
Car tickets, \$75 ; board of horse, \$122.38.	197 38		
Chesterman tapes, \$28.85 ; printing plans, \$10 .....	38 85		
Screws, hooks, hinges, etc .....	19 24		
4 pans, \$12.25 ; 1 mixing board, \$45 ; pul- ley block, \$16 .....	73 23		
Sundry office fittings, \$25.93 ; printing, -\$453.30 .....	479 23		
Framing photos, \$9.55; process paper, etc., \$86.60 .....	96 15		
Photos.....	91 90		
7½ bbls. cement, \$20.74 ; cement gripes, \$12.50 ; material for cement testing, \$6.18 .....	39 42		
Analysis of cement, \$70 ; Dressing stone, \$39 .....	109 00		
54 ft. 9-in. pipe, \$8.10 ; 450 ft. hose, \$52.50 ; hose couplings, 75 cts .....	61 35		
6,825 lbs. Grey lime.....	22 63		
Hack hire, \$15.50 ; hire of bicycle, \$16.00	31 50		
1,500 bricks, \$11.88 ; sand, \$16.88 ; cus- tons charges, \$4.40 .....	33 16		
Rent of land for sewer, J. R. Wood .....	15 00		
Deep sea line and splicing, \$9.96 ; boat hire, \$18.75 .....	28 71		
Repairs to tapes and stamps, \$31.45 ; moving 'phone, \$4.60 .....	36 05		
Hire of horse and buggy for Paymaster, \$32.50 ; harness fittings, \$45.71 .....	78 21		
13 doz. crayons, \$13.45; cardboard,\$13.80; stamps, \$12.35 .....	39 60		
Sundry hardware, \$15.52 ; glass, \$31.74 ..	47 26		
3 doz. sash lifts, \$11.25; white lead, paint, etc., \$11.05.....	22 30		
Coal oil, soap and sundry material .....	16 09		
Hose, nozzles and couplings, \$11.27 ; 4 iron barrows, \$11.....	22 27		
Doors, locks, knobs, etc., \$30.94 ; sundry hardware, \$12.98 .....	43 92		
Culvert traps and castings, \$15.79; brushes, brooms, etc., \$5.60 .....	21 39		
1 gas tap, \$6.50 ; pails, \$1.50 ; 200 ft. rope, \$3.73.....	11 73		
Typewriting ribbons .....	3 00		
<i>Carried forward</i> .....	2,708 51	11,210 36	56,298 44

	\$    c.	\$    c.	\$    c.
<i>Brought forward</i> .....	2,708 51	11,210 36	56,298 44
Towing dredge, \$6; ventilators for dark room, \$3.15 .....	9 15		
Sundry office fittings, \$13.40; hauling earth, \$25 .....	38 40		
Labor .....	3,522 21		
	<hr/>	<hr/>	<hr/>
<i>Cr.</i>	6,278 27		
Amount paid Treasurer —			
Scrap .....	121 00		
Moving drain .....	3 64		
T. Eaton's sewer .....	75 00		
	<hr/>	<hr/>	<hr/>
<i>Areas.</i>	199 64	6,078 63	
1 rule .....	35		
Labor .....	637 44		
	<hr/>	<hr/>	<hr/>
<i>Lee Avenue Grading.</i>	637 79		
Labor and material .....		5 13	
<i>Lake Shore Road Culvert.</i>			
Board of horse .....	30 00		
Labor .....	41 32		
	<hr/>	<hr/>	<hr/>
	71 32		
<i>St. Lawrence Market Improvement.</i>			
I special drill .....	40 00		
Inspection .....	708 00		
	<hr/>	<hr/>	<hr/>
	748 00		
<i>Eastern Yard Stables.</i>			
6,319 ft. of 2-in. plank, \$93.83; 971 ft. 4 x 4 scantling, \$13.82 .....	107 65		
3,000 ft. of 1-in. plank, \$42.60; 1,624 ft. curb, \$21.92 .....	64 52		
350 lbs. nails .....	12 08		
Labor .....	170 98		
	<hr/>	<hr/>	<hr/>
	355 23		
<i>Cr.</i>	19,106 46		
Amount paid Treasurer by J. Williams and B. Westwood .....	87 00		
	<hr/>	<hr/>	<hr/>
	19,019 46		
<i>Carried forward</i> .....	75,317 90		

	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....					75,317	90
ROADWAYS.						
<i>Macadam.</i>						
4,110 ft. lumber, \$59.45 ; 105 lbs. nails, \$3.03 ; 1,000 bricks, \$7.50 .....	69	98				
64 <sup>14</sup> / <sub>2000</sub> <sup>85</sup> tons coal, \$332.69 ; 137.26 toise macadam, \$1,580.98 .....	1,913	67				
5,406 <sup>1</sup> / <sub>2</sub> lbs. castings, \$216.15 ; 13 toise stone, \$141.63 .....	357	78				
1 steam guage, \$7.25 ; 4 chain wheels, \$7.70 ; bends, \$6 .....	20	95				
460 ft. curb, \$19.11 ; 3 cords cedar blocks, \$16 20 .....	35	31				
Roller parts, \$50.15 ; wagon parts, \$13 ..	63	15				
12 yds. sand, \$9.48 ; 515 yds. gravel, \$489.23 .....	498	71				
486 lbs. iron, \$12.22 ; bolts, etc., \$8.51 ; 117 lbs. steel, \$6.35 .....	27	08				
Oils, \$72.14 ; paint, varnish, etc., \$14.20.	86	34				
Sprocket attachments, \$26.32 ; repairs, \$4.75 .....	31	07				
236 lbs. zinc, \$16.52 ; 6 bbls. cement, \$17.39 ; 75 lbs. waste, \$7.89 .....	41	80				
Boilermaker's time, \$19.75 ; blacksmith's time, \$12.69 .....	32	44				
Coal oil, globes, wick, etc.....	12	04				
Harness, \$23.63 ; veterinary services, \$7 ; drugs, \$1.43 .....	32	06				
Shafts for 4-in. crusher, \$49.50 ; sundry fittings, \$14.92 .....	64	42				
Horse feed and straw .....	300	00				
Freight on stone, \$4.86 ; sodding, \$3.24 ; packing, \$5.61 .....	13	71				
Travelling expenses .....	11	40				
Sundry material .....	7	95				
1 set wheels .....	9	25				
Labor .....	5,873	93				
	9,503	04				
<i>Cr.</i>						
Use of roller, \$1,125.12 ; 116 yds. granite, \$48 .....	1,173	12				
-Amount paid Treasurer .....	386	46				
	1,559	58				
			7,943	46		
<i>Cedar Block.</i>						
92 <sup>1</sup> / <sub>2</sub> cd. cedar blocks, \$701.35 ; 12 cd. cedar posts, \$64.80 .....	766	15				
149 yds. gravel, \$117.99 ; 1,206 ft. lumber, \$18.79 ; nails, \$1 .....	137	78				
<i>Carried forward</i> .....	903	93	7,943	46	75,317	90

	\$	c.	\$	c.	\$	s.
<i>Brought forward . . . . .</i>	903	93	7,943	46	75,317	90
17 <sup>1068</sup> <sub>2000</sub> t. coal, \$97.33 ; $\frac{1}{2}$ cd. wood, \$2.50.	99	83				
15 lbs. rope, \$2.25 ; 100 lights glass, \$5.50 ;						
15 files, \$2.40 . . . . .	10	15				
Power at City stables, \$10.93 ; veterinary services, \$27 . . . . .	37	93				
Rent of Parkdale siding . . . . .	28	71				
Sundry material . . . . .	4	48				
Labor . . . . .	2,725	50				
			3,810	53		
<i>Cr.</i>						
Amt. paid Treasurer for sundries . . . . .		134	68			
					3,675	85
<i>Stone and Cobble.</i>						
60 yds. gravel, \$50.80 ; 3,000 granite setts, \$15 . . . . .	65	80				
Proportion of tar kettle . . . . .	100	00				
Drugs, \$5.67 ; coal oil, 60c. . . . .	6	27				
Labor . . . . .	546	27				
			718	34		
Less am't paid Treasurer for stone setts . . . . .		82	60			
					635	74
<i>Tools and Miscellaneous.</i>						
Rent of 'phones, \$41.50 ; repairing tools, \$22.34 . . . . .	63	84				
3 asphalt rolls, \$10.50 ; boiler covering, \$8.15 . . . . .	18	65				
8 <sup>385</sup> <sub>2000</sub> tons coal, \$42.46 ; 497 ft. lumber, \$10.57 ; lumber pencils, \$5.40 . . . . .	58	43				
1,400 ft. tape, \$25.20 ; 100 ft. hose, \$14 ; rope, \$1.38 . . . . .	40	58				
1 bay gelding, \$120 ; harness fittings, \$4.25	124	25				
2 cord wood, \$13 ; steel, \$17.78 . . . . .	30	78				
4 steel knives, \$4.50 ; 4 rakes, \$2.55 ; 14 brooms, \$7 . . . . .	14	05				
6 gr. nails, \$2.10 ; 50 lbs. w. lead, \$3.75 ; handles, etc., \$6.15 . . . . .	12	00				
1 granite cutter, \$1.25 ; 13 wheel-barrow wheels, \$11 . . . . .	12	25				
Bolts, trowels, etc . . . . .		8	65			
10 metallic shingles, \$42.50 ; 39 lbs. leather, \$13.26 . . . . .	55	76				
15 length of stove pipe, \$2.10 ; hose couplings, \$2.65 . . . . .	4	75				
Ferry tickets . . . . .		5	00			
<i>Carried forward . . . . .</i>	448	99	12,255	05	75,317	90

	\$    c.	\$    c.	\$    c.
<i>Brought forward . . . . .</i>	<i>448 99</i>	<i>12,255 05</i>	<i>75,317 90</i>
Coal oil and sundry material . . . . .	5 33		
Labor . . . . .	455 45		
	909 77		
Less amount paid Treasurer for constructing buggy . . . . .	70 00		839 77
<i>General Repairs.</i>			
Chipping glass, \$13.80 ; installing electric bells, \$17.60 . . . . .	31 40		
300 yds. gravel, \$255 ; 625 scoria blocks, \$34.37 . . . . .	289 37		
10,274 ft. lumber, \$165.73 ; 317 lbs. nails, \$7.28 . . . . .	173 01		
224 ft. curb stone, \$126.56 ; 2½ cord cedar posts, \$11.25 . . . . .	137 81		
1,000 bricks, \$7.75 ; 2½ bbls. cement, \$7.18 . . . . .	14 93		
20 yds. sand, \$11.31 ; 2 <sup>3</sup> <sub>2000</sub> tons coal, \$10.71 . . . . .	22 02		
Repairs to asphalt . . . . .	31 04		
Lanterns, red globes, etc. . . . .	3 10		
Labor . . . . .	1,772 40		
	2,475 08		
Less amount paid Treasurer for material . . . . .	443 99		2,031 09
<i>Gravel.</i>			
1,146 yds. gravel . . . . .	1,292 38		
Rent of shed, Richmond Street . . . . .	42 00		
Labor . . . . .	520 86		
	1,855 24		
<i>Asphalt Repairs.</i>			
1 toise macadam, \$12.26 ; 39 bbls. cement, \$118.95 . . . . .	131 21		
Coal oil, cans, etc. . . . .	73		
Repairs to Bay Street . . . . .	1,029 56		
" Queen and Yonge Streets . . . . .	58 12		
" Yonge Street . . . . .	1,088 48		
" Adelaide and King Streets . . . . .	183 01		
" Victoria Street . . . . .	5 50		
" Bloor Street . . . . .	541 06		
" Queen Street east . . . . .	309 73		
" Brunswick Avenue . . . . .	6 89		
" King Street . . . . .	217 69		
" Yonge, King and Queen Sts. . . . .	208 32		
" Sherbourne Street . . . . .	603 22		
" Simcoe Street . . . . .	19 05		
" Jarvis and Bloor Streets . . . . .	111 00		
" Mincing Lane . . . . .	5 13		
" Jarvis Street . . . . .	380 18		
	4,898 88	16,981 15	75,317 90
<i>Carried forward . . . . .</i>			

	\$	c.	\$	c.	\$	c.
<i>Brought forward . . . . .</i>	4,898	88	16,981	15	75,317	90
Repairs to King, Scott and Wellington Sts.	439	67				
" St. George Street . . . . .	429	16				
" Sundry pavements . . . . .	6,620	56				
Labor . . . . .	448	50				
			12,836	77		
<i>Special Macadam.</i>						
100 $\frac{3}{4}$ toise macadam . . . . .	1,153	96				
162 yds. gravel . . . . .	128	18				
Repairs to crusher . . . . .	11	42				
2 tozzle seats . . . . .	13	50				
Coal oil . . . . .	40					
Labor . . . . .	904	05				
			2,211	51		
<b>SIDEWALKS.</b>					32,029	43
148,562 ft. lumber, \$2,182.99 ; 31 $\frac{1}{2}$ bbls. cement, \$94.19 . . . . .	2,277	18				
6,815 ft. concrete, \$163.95 ; 351 ft. 6 in. stone curb, \$107.37 . . . . .	271	32				
7,979 ft. cedar curb, 107.72; $\frac{1}{4}$ toise macadam, \$2.50 . . . . .	110	22				
Overtime on Sherbourne Street sidewalk . . . . .	10	00				
Horse feed and straw . . . . .	300	00				
228 lbs. iron wire, \$8.55 ; 6 sheets gate iron, \$6.60 . . . . .	15	15				
1,856 lbs. castings, \$38.20; 1 lawn mower, \$8 . . . . .	46	20				
2 waterproof covers, \$42 ; 33 yds. duck, \$30 . . . . .	72	00				
Sundry tools . . . . .	12	99				
Rebate for curbing . . . . .	7	50				
7,915 lbs. nails, \$221.53 ; spikes, etc., \$5.69 . . . . .	227	22				
Sundry brick walks, flankages, etc. . . . .	169	33				
3 books ferry tickets, \$12.50 ; rent of phone, \$45 . . . . .	57	50				
Rent of shed on Richmond Street . . . . .	49	00				
125 lbs. staples, \$16.25 ; 14 file drawers, \$20.40 . . . . .	36	65				
Refund to Canada Loan Co. . . . .	20	00				
Cost of walk (York County Loan) . . . . .	816	49				
2,400 bricks . . . . .	27	84				
Rent of Parkdale siding . . . . .	28	71				
9 $\frac{79}{100}$ toise coal, \$47.04 ; 1 cord wood, \$6 . . . . .	53	04				
1 side leather, \$4 ; 2 $\frac{1}{2}$ yds. belt dressing, \$7.50 . . . . .	11	50				
12 lanterns, \$6 ; 43 gallons coal oil, \$8.60 . . . . .	14	60				
Treating lumber . . . . .	36	00				
Repairs to tools, \$2 ; stamp repairs, \$2 . . . . .	4	00				
Sundry material . . . . .	12	41				
<i>Carried forward . . . . .</i>	4,686	85			107,347	33

	\$	c.	\$	c.	\$	c.
<i>Brought forward.....</i>	4,686	85			107,347	33
36 saw files, \$4.50 ; 24 grading lines, \$4.80		9 30				
Labor .....	11,334	69				
	16,030	84				
Less amount paid treasurer.....	2,246	94				
	13,783	90				
<b>SNOW CLEANING, SIDEWALKS.</b>						
8 document files .....		8 00				
12 Chesterman tapes .....		26 70				
$\frac{1}{2}$ cord wood .....		3 25				
532 lbs. rattan .....		111 71				
Sundry stationery.....		45 10				
Labor .....	7,722	96				
	7,917	72				
<b>STREET CLEANING.</b>						
44 gals. engine oil, \$15.32; 10 gals. turps., \$8.....		23 32				
465 ft. lumber, \$7.74 ; 325 lbs. nails, \$10.44 .....		18 18				
Leather goods, \$11.10; covering buggy top, \$6 .....		17 10				
2 $\frac{1}{2}$ cord wood, \$16.15 ; 24 $\frac{9}{100}$ tons coal, \$112.73 .....		128 88				
3,641 lbs. iron, \$101.11; steel, \$18.52....		119 63				
144 balls thread, \$11.52 ; 24 $\frac{1}{2}$ lbs. rope, \$3.68 .....		15 20				
723 lbs. castings, \$14.46 ; 95 lbs. babbitt, \$15.90 .....		30 36				
10 yds. sand, \$7.90; coal oil, \$7.32 .....		15 22				
665 lbs. rattan, \$125.05 ; 330 ft. maple wood, \$13.70.....		138 75				
Lights at stables .....		74 83				
3,920 lbs. wire fibre.....		539 70				
Power at City stables .....		54 41				
Sundry hardware .....		23 46				
96 curry combs, \$28.80; 84 dandy brushes, \$42.. .....		70 80				
700 carriage bolts, \$8.70; 1 vise, \$19 .....		27 70				
Horse feed and straw, \$3,948.08 ; horses, \$725.....	4,673	08				
12 special boxes, \$7.20 ; 719 ft. white oak, \$39.96 .....		47 16				
Paint, shellac, varnish, etc.....		20 75				
518 lbs. brass.....		108 78				
305 lbs. zinc .....		8 40				
Veterinary services.....		60 25				
Rent of 'phone .....		97 00				
37 document files, \$38.20 ; sundry hardware, \$14.27 .....		52 47				
<i>Carried forward.....</i>	6,365	43			129,048	95

## CITY ENGINEER'S REPORT.

	\$ . c.	\$ . c.	\$ . c.
Brought forward.....	1,365 43	.....	129,048 95
45 ft. $\frac{1}{4}$ -in. cut oak, \$3.15; sundry material, \$14.53.....	17 68	.....	.....
Snow cleaning, material, \$10; labor, \$14,284 04.....	14,294 04	.....	.....
Labor .....	30,869 46	.....	51,546 61
SCAVENGING.			
3½ cords wood, \$14.35; 5 $\frac{499}{500}$ tons coal, \$24.33.....	38 68	.....	.....
10,270 lbs. iron, \$246.37; 257 $\frac{1}{2}$ lbs. steel, \$19.68.....	266 05	.....	.....
150 lbs. paint, \$23.50; 100 lbs. white lead, \$7.50.....	31 00	.....	.....
100 lbs. red lead, \$8.50; 20 gals. turps, \$16.00.....	24 50	.....	.....
10,254 ft. lumber, \$381.37; nails, \$16.85; screws, \$6.86.....	405 08	.....	.....
2 horses, \$282.50; horse feed and straw, \$5,741.33.....	6,023 83	.....	.....
1 feed mill, \$43.55; harness fittings, \$9.37; horse rasps, \$8.50.....	61 42	.....	.....
72 dandy brushes, \$25.20; horse nails, \$9.97.....	35 17	.....	.....
57 25	.....	.....	.....
Veterinary services .....	133 13	.....	.....
Power at City stables, \$63.13; rent of 'phone, \$70.00.....	78 50	.....	.....
24 yds. webbing, \$3.60; 107 yds. duck, \$74.90.....	34 67	.....	.....
Sundry hardware, \$11.09; 63 gals. coal oil, \$23.58.....	80 83	.....	.....
3,350 carriage bolts, \$44.83; 1 doz. sets of spokes, \$36.00.....	13 25	.....	.....
65 ft. of $\frac{1}{4}$ -in. chain, \$6.50; 45 lbs. rope, \$6.75.....	27 00	.....	.....
Fire upsetter.....	10 45	.....	.....
Lamps, \$5.25; lanterns, \$1; pails, \$4.20. 69 lbs. leather, \$24.15; 2 $\frac{1}{2}$ belt dressing, \$7.50.....	31 65	.....	.....
10 gals. boiled oil, \$7.00; 5 gals. japan, \$3.50; drop black, \$1.80.....	12 30	.....	.....
Sundry material, \$19.02; repairs, \$4.00..	23 02	.....	.....
Island scavenging: material, \$81.36; labor, \$382.17.....	463 53	.....	.....
Labor .....	63,926 93	.....	.....
Less am't paid by Parks Dept. for manure	71,778 24	.....	71,664 91
STREET WATERING.	113 33	.....	.....
70 lbs. brass.....	13 30	.....	.....
Trimming buggy.....	10 50	.....	.....
Carried forward.....	23 80	.....	252,260 47

	\$    c.	\$    c.	\$    c.
<i>Brought forward .....</i>	<i>23 80</i>	<i>.....</i>	<i>252,260 47</i>
1,233 lbs. axle grease, \$61.65 ; 48 curry combs, \$14.40.....	76 05		
Horse feed and straw.....	3,203 03		
Power and light at City Stables.....	193 54		
318 lbs. nails, \$29.86 ; 10,159 ft. lumber, \$220.30 .....	250 16		
Rent of 'phone, \$25 ; inspecting scales, \$2.67  .....	27 67		
7,654 lbs. iron, \$198.42 ; 209 lbs. steel, \$7.73 .....	206 15		
2½ cords wood, \$10.15 ; 20 <sup>6 1/2</sup> <sub>200</sub> tons coal, \$100.14 .....	110 29		
599½ ft. hose, \$280 ; washers, \$4 .....	284 00		
1 doz. horse blankets, \$20 ; veterinary services, \$127.50.....	147 50		
17 rasp hellers, \$14.45 ; 108 horse brushes, \$43.20 .....	57 65		
Harness fittings, \$55.11 ; 250 lbs. horse nails, \$34.65.....	89 76		
33 gallons boiled oil, \$22.93; Japan, turps, etc., \$27.90 .....	50 83		
20 files, \$19 ; 6 brushes, \$7.60 ; Sundry hardware, \$9.75.....	36 35		
200 lbs. vermillion, \$40 ; white lead, \$3.75 ; coal oil, \$1.40 .....	45 15		
5 doz. expansion rings, \$9 ; 16 platform springs, \$94.38.....	103 38		
531¾ lbs. leather, \$181.63 ; 1 spramotor, \$6.....	187 63		
27 ferule couplings, \$40.50 ; repairs, \$12.75	53 25		
30 lbs. curled hair, \$10.50 ; sheep skins, \$3.05 .....	13 55		
Repairs western stables, \$15 ; plumbing, \$3.50 .....	18 50		
11 gross screws, \$5.12 ; 1,617 carriage bolts, \$28.12.....	33 24		
32 lbs. paint, \$6.20 ; 3 bbls. white lime, \$3.50 .....	9 70		
Labor and material repairing meter.....	19 75		
1 2½-in. patent expander.....	10 00		
Sundry material.....	20 65		
Street sprinkling, Toronto Railway Co.....	3,736 28		
Labcr .....	14,232 63		
	.....	.....	23,240 49
<b>STONE AND WOOD CROSSINGS.</b>			
32,500 ft. lumber, \$417.68 ; 285 lbs. nails, \$9.53 .....	427 21		
10 yds. sand, \$8.54 ; 58 yds. gravel, \$46.26	54 80		
3 tons coal, \$15.51 ; sundry material, \$2.82	18 33		
5 bbls. cement, \$13.69 ; 2.37 toise ma cadam, \$23.67 .....	37 36		
<i>Carried forward .....</i>	<i>537 70</i>	<i>.....</i>	<i>275,500 96</i>

	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....	537	70	.....	.....	275,500	96
3½ cords cedar blocks, \$17.55 ; 120 scoria blocks, \$6.60 .....	24	15				
3,800 bricks, \$46.98 ; 745 lbs. spikes, \$25.61 .....	72	59				
Rent of yard, Richmond Street .....	21	00				
2 cords cedar posts .....	10	80				
Labor .....	1,139	20	.....	.....	1,805	44
<b>STONE AND WOOD CURBS.</b>						
7,145 ft. lumber, \$103.71 ; 170 lbs. nails, \$4.19 .....	107	90				
1,559½ lbs. iron, \$27.72 ; 325 lbs. spikes, \$11.51 .....	39	23				
6 sheets galvanized iron, \$4.50 ; 50 ft. belting, \$11.50 .....	16	60				
1 bbl. cement, \$2.87 ; carriage bolts, \$2.42 .....	5	29				
Drying 6,000 ft. of oak .....	12	00				
Sundry material .....	8	38				
Labor .....	380	03	.....	.....		
	568	83				
<i>Less amount paid Treasurer</i> .....	28	54	.....	.....	540	29
<b>PRIVATE DRAINS.</b>						
Repairs to pavements .....	182	03				
3,824 ft. lumber, \$51.24 ; cartage, \$6 .....	57	24				
276 ft. of 12-in. pipe, \$69 ; 20 ft. of 15-in. pipe, \$4 ; 12-in. bend, \$1 .....	74	00				
1,097 ft. of 9-in. pipe, \$164.59 ; 6 9-in. bends, \$4.75 .....	169	34				
15,438 ft. of 6-in pipe, \$1,523.40 ; 48 6-in. bends, \$22.35 .....	1,545	75				
5 saws, \$7.55 ; 4 wheelbarrows, \$9.50 ; 6 pails, \$6 .....	23	05				
103 bbls. cement, \$283.65 ; ¾ toise macadam, \$8.49 .....	292	14				
1,800 bricks, \$13.95 ; 129½ gals. coal oil, \$33.34 .....	47	29				
3 4-in. P. traps, \$2.10 ; 29 6-in. P. traps, \$49.50 ; 6 6-in. P. traps, \$9 ; stoppers, \$1.20 .....	61	80				
10 lanterns, \$8.10 ; red globes, \$3.74 ; oil cans, \$3.50 .....	15	34				
Candles, wick and sundry material .....	8	24				
Car tickets .....	25	00				
Junctions, \$9.25 ; sundries, \$1.20 .....	10	45				
Removing earth from drain .....	1	00				
Amount of refunds .....	548	35				
Connecting drain, Golden Avenue .....	18	59				
Excavating to find private drain, Sherbourne St. ....	10	00	.....	.....	277,846	69
<i>Carried forward</i> .....	3,089	61	.....	.....		

	\$    c.	\$    c.	\$    c.
<i>Brought forward</i> .....	3,089 61	.....	277,846 69
Sundry private drains .....	148 53	.	
Labor .....	<u>10,569 10</u>		
		13,807 24	
Less am't paid Treasurer for private drains	<u>13,328 04</u>		
		.....	479 20
			278,325 89
<b>SPECIAL WORKS.</b>			
<i>Ashbridge's Bay Ditch.</i>			
2 pairs rubber boots.....	.....	8 56	
<i>Cribbing Block "D."</i>			
Boat hire .....	13 10		
Contract .....	<u>10,897 15</u>		
Labor .....	<u>369 00</u>		
		.....	11,279 25
<i>Dowling Avenue Sewer.</i>			
20 bbls. cement, \$47.95 ; 26 yds. gravel, \$24.14 .....	72 09		
258 ft. pipe, \$47; junctions, \$11.25; 2 cul- vert traps, \$10 .....	68 25		
400 ft. lumber, \$4.80 ; manhole steps and tops, \$11.92 .....	16 72		
Sundry material .....	3 46		
Labor .....	<u>301 90</u>		
	.....	462 42	
Less amount paid Treasurer for pipes and junctures .....	47 70		
Less amount paid Treasurer for constructing private drains	<u>18 59</u>		
	.....	66 29	
		.....	396 13
<i>Don Improvement Roadway.</i>			
Trees .....	199 00		
Labor .....	<u>42 72</u>		
	.....	241 72	
<i>Dredging Slips.</i>			
1 taffrail log, \$12 ; boat hire, \$2.50 ; sun- dries, \$1.50 .....	16 00		
Labor .....	658 90		
Contract .....	<u>7,710 30</u>		
	.....	8,385 20	
<i>Dundas Street Bridge Track Repairs.</i>			
11,366 ft. lumber, \$189.14 ; 700 lbs. nails, \$27 .....	216 14		
<i>Carried forward</i> .....	<u>216 14</u>	20,310 86	278,325 89

	\$	c.	\$	c.	\$	c.
<i>Brought forward .....</i>	216	14	20,310	86	278,325	89
40 yds. sand, \$28 ; 4 yds. gravel, \$2.96...	30	96				
3 cords cedar blocks, \$19.13 ; 5 bbls. cement, \$10.15 .....	29	28				
Sundry tools .....	2	54				
Coal oil, wick, red globes and lanterns ...	5	79				
1 ladder, \$10 ; 3 steel brooms, \$2.50 .....	12	50				
Use of plant, Medlar & Arnott .....	16	50				
Blacksmithing .....	1	80				
Labor .....	3	60				
			319	11		
<i>Flushing Asphalt Pavements.</i>						
2 pairs rubber boots, \$27.90 ; 200 ft. hose, \$216 .....	243	90				
Special couplings, \$2 ; sundry material, \$1.55 .....	3	55				
Labor .....	660	01				
			907	46		
<i>Howland Avenue Sewer.</i>						
24,290 bricks, \$182.39 ; 50 $\frac{1}{4}$ bbls. cement, \$108.98 .....	291	37				
21 $\frac{1}{2}$ yds. sand, \$13.81 ; sundry tools, \$1.52	15	33				
Repairing syphon .....	8	25				
Labor .....	399	98				
			714	93		
<i>LEVEL CROSSINGS.</i>					22,252	36
<i>Canadian Pacific Railway.</i>						
Avenue Road .....	448	95				
Bathurst Street .....	290	28				
Dufferin Street .....	291	32				
			1,030	55		
<i>Grand Trunk Railway.</i>						
Pape Avenue .....	384	66				
Jones Avenue .....	385	25				
Logan Avenue .....	390	70				
Bloor Street .....	287	07				
Queen Street .....	96	96				
			1,544	64		
Dunn and Dowling Avenues .....			1,921	60		
					4,496	79
<i>LEVER BROS.' AGREEMENT.</i>						
<i>Roadway to Cattle Buyers.</i>						
17 bbls. cement, \$50.32 ; 12 $\frac{1}{2}$ toise macad- am, 153.12 .....	203	44				
3,032 cedar posts, \$348.68 ; 992 ft. lumber, \$14.78 .....	363	46				
			566	90		
<i>Carried forward .....</i>					305,075	04

	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....	566	90	.....	.....	305,075	04
3,397 ft. pipe, \$57.38 ; junctions, \$2.25..	59	63				
112 yds. gravel, \$89.60 ; freight, \$36.....	125	60				
4 saws, \$7.10 ; nails, 17c.; 75 ft. white oak, \$4.02. ....	11	29				
Examining stone, \$6 ; plough share and repairs, \$8.96.....	14	96				
Labor.....	506	01				
			1,284	39		
<i>Eastern Avenue Roadway, Don to G. T. R.</i>						
9,875 bricks, \$75.72 ; 859 yds. stone, 508.76 .....	584	48				
9,753 cedar curb, \$167.74 ; 12 $\frac{1}{4}$ cords wood, \$83.99 .....	251	73				
120.63 toise macadam, \$1,558.02 ; 170 yds. gravel, \$136.....	1,694	02				
10 yds. sand, \$7.42 ; 4 bbls. cement, \$10.36	17	78				
2,705 ft. lumber, \$40.14 ; 100 lbs. nails, \$3.45 .....	43	59				
6 rolls tarred paper, \$5.40 ; oils and grease, \$6.96 .....	12	36				
4 pipes, \$20 ; 2,800 ft. weeping tiles, \$77..	97	00				
54 ft. railroad iron, \$28.10 ; spikes, \$13.43	41	53				
Freight on stone.....	472	32				
Rent of engine, \$35.72 ; share of shaft, \$25.20 .....	60	92				
Use of roller.....	202	80				
Labor.....	2,114	43				
			5,592	96		
<i>Eastern Avenue Sidewalk, Don to G. T. R.</i>						
150 yds. gravel .....	120	00				
23,421 ft. lumber, \$342.78 ; 450 lbs. nails, \$15.53 .....	358	31				
Labor.....	281	02				
			759	33		
<i>E. S. Don Roadway, Queen to Eastern.</i>						
4 yds. sand, \$3.16 ; 936 yds. stone, \$204.33	207	49				
240 yds. gravel, \$192.00 ; 81 $\frac{1}{4}$ toise mac- adam, \$1,063.51 .....	1,255	51				
1,500 ft. weeping tile, \$41.25 ; oils, \$5.06 ;	49	91				
spikes, \$3.60.....	393	40				
22,132 ft. lumber, \$377.87 ; 450 lbs. nails, \$15.53.....	35	75				
3 $\frac{1}{4}$ cords cedar posts, \$16.25 ; 3 cords wood, \$19.50 .....	813	19				
Freight on stone .....	49	48				
Rent of engine, \$24.28 ; share of shaft, \$25.20 .....	2,804	73	7,636	68	305,075	04
<i>Carried forward</i> .....						

	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....	2,804	73	7,636	68	305,075	04
Use of roller .....	130	80				
Labor .....	2,127	41				
			5,062	94		
					12,699	62
<i>Moving Elliott and Neelon Plant.</i>						
421 ft. of white oak.....		2 34				
Labor .....	484	01				
					486	35
<i>Moving Sheds, Western Yard.</i>						
Labor .....						154 17
<i>Piling at Don River, Queen Street.</i>						
Contract.....	1,433	56				
Labor .....	43	64				
					1,477	20
<i>Piling Keating's Channel.</i>						
Contract .....	633	85				
Labor .....	81	00				
					714	85
<i>Queen Street East Culvert.</i>						
1,814 ft. lumber, \$31.93 ; 1,600 bricks, \$120 68 yds. sand, \$55.96 ; 2 bbls. cement, \$12.95 .....	151	93				
60 ft. rope, \$4.00 ; lanterns, globes, etc., \$4.09 .....	68	91				
Labor .....	8	09				
	91	58				
					320	51
<i>Relying Sidewalk s.s. King Street.</i>						
$\frac{1}{4}$ toise macadam, \$3.19 ; 7 bbls. cement, \$20.09 .....	23	28				
Coal oil .....	2	00				
Labor .....	504	88				
					530	16
<b>RELAYING STONE-SETT ROADWAYS.</b>						
46 lbs. steel, \$5.52 ; 4 yds. gravel, \$3.20 ; coal oil, 60c. ....	9	32				
Share of tar kettle .....	50	00				
Labor .....	955	37				
					1,014	69
<b>ROSEDALE RAVINE DRIVE.</b>						
110 ft. fence .....	22	00				
Labor .....	459	08				
					481	08
<i>Carried forward</i> .....					322,953	67

	\$	c	\$	c.	\$	c.
<i>Brought forward</i> .....					322,953	67
RENTALS.						
Western yard.....	300	00				
Hamilton's wharf .....	715	00				
					1,015	00
RECONSTRUCTION OF TRACK ALLOWANCE.						
<i>Queen Street, Yonge to Bathurst.</i>						
Contract .....					119	70
<i>King Street, Simcoe to Sherbourne.</i>						
Asphalt repairs .....	1,200	00				
8½ yds. sand, \$6.49; 2 bbls. cement, \$5.18	11	67				
Scoria blocks.....	650	00				
Hauling blocks .....	11	41				
	1,873	08				
Less amount of concrete returned .....	499	00				
					1,374	08
<i>King Street, Simcoe to Bathurst.</i>						
Contract .....					43	59
<i>Yonge Street, Grenville to Bloor.</i>						
Contract .....	806	91				
Less amount of concrete returned.....	242	00				
					564	91
<i>Queen Street, Bathurst to Niagara.</i>						
Contract .....					689	75
<i>King Street, Simcoe to Spadina.</i>						
Contract.....					700	36
<i>Queen Street, Gwynne to Roncesvalles.</i>						
5½ cords cedar blocks, \$29.70; 4 bbls. cement, \$10.36.....	40	06				
Contract.....	7,758	74				
Labor.....	167	01				
					7,965	81
<i>Spadina Avenue, Knox College to Bloor.</i>						
Contract .....	4,852	93				
Labor .....	141	50				
					4,994	43
<i>Carried forward</i> .....	16,452	63			323,968	67

	\$   c.	\$   c.	\$   c.
<i>Brought forward .....</i>		<i>16,452 63</i>	<i>323,968 67</i>
<i>Queen Street, River to G. T. R.</i>			
140 yds. gravel, \$138.80 ; 733 yds. sand \$209.09.....	347 89		
282 yds. stone, \$451.60 ; 29 bbls. cement, \$864.53.....	1,316 13		
400 ft. of 2-in. plank, \$4.80 ; 6,000 scoria blocks, \$336.48 .....	341 28		
Pipe, \$39.65 ; bends and junctions, \$15.75	55 40		
1,000 bricks, \$7.75 ; globes, lanterns, etc., \$7.41 .....	15 16		
1,890 lbs. castings, \$37.80 ; 2 track gullies, \$9.....	46 80		
Sharpening tools.....	5 70		
Labor.....	1,893 17		
	<u>—</u>	<u>—</u>	<i>4,021 53</i>
<i>College Street, Yonge to McCaul.</i>			
Contract.....	8,077 49		
Labor.....	125 50		
	<u>—</u>	<u>—</u>	
Less amount of material returned.....	8,202 99		
	187 50		
	<u>—</u>	<u>—</u>	<i>8,015 49</i>
<i>Parliament Street, Queen to Winchester.</i>			
Labor .....		59 00	
<i>Bathurst Street, King to Queen.</i>			
Contract .....		1,891 98	
<i>Sherbourne Street, Bridge to South Drive.</i>			
24½ toise macadam, \$98.50 ; 214 bbls. cement, \$569.24.....	667 74		
40 yds. sand, \$31.60 ; 10 yds. stone, \$16.50	48 10		
7 bbls. paving pitch .....	15 75		
Labor .....	447 64		
	<u>—</u>	<u>—</u>	<i>1,179 23</i>
<i>Gerrard Street, Parliament to Broadview.</i>			
Contract .....	5,200 00		
Labor .....	218 00		
	<u>—</u>	<u>—</u>	<i>5,418 00</i>
<i>King Street, Dufferin to Roncesvalles.</i>			
Contract .....	8,815 85		
Labor .....	157 00		
	<u>—</u>	<u>—</u>	<i>8,972 85</i>
<i>College Street, McCaul to Bathurst.</i>			
Contract .....		760 12	
<i>Carried forward .....</i>		<i>46,770 83</i>	<i>323,968 67</i>

	\$   c.	\$   c.	\$   c.
<i>Brought forward .....</i>	<i>46,770 83</i>		<i>323,968 67</i>
<i>Spadina Crescent.</i>			
62,700 bricks, \$909.15 ; 62 bbls. cement, \$164.92 .....	1,074 07		
80 yds. sand, \$52 ; 4 yds. stone, \$6.60 ...	58 60		
Coal oil, globes, lanterns, etc.....	5 95		
Labor .....	384 92		
	<hr/>		1,523 54
<i>York Street, King to Front.</i>			
1 bbl. cement, \$2.87 ; 34 ft. of 9-in. pipe, \$5.10 .....	7 97		
Contract .....	7,212 53		
Labor .....	124 33		
	<hr/>		7,344 83
<i>Broadview Avenue, Queen to Gerrard.</i>			
Hauling bricks .....	22 43		
Contract .....	4,803 50		
Labor .....	148 00		
	<hr/>		4,973 93
<i>Queen Street, Yonge to River.</i>			
Contract .....		910 88	
<i>Carlton Street, Yonge to Parliament.</i>			
Contract .....		620 88	
		<hr/>	62,144 89
<b>SAND PUMP.</b>			
306 gals. oils, \$93.88 ; 7½ gals. varnish, \$14.75.....	108 63		
6 rubber sleeves, \$153.73 ; 54 discs for globe valves, \$13.44.....	167 17		
Material for covering boiler, \$11.25 ; gaskets, \$5.65 .....	16 90		
1,061 ft. lumber, \$22.39 ; 224 bolts, \$11.74	34 13		
5½ cords slabs, \$18.58 ; 161 <sup>835</sup> / <sub>2000</sub> tons coal, \$496.29 .....	514 87		
166 ft. of 7-in. wrought iron pipe, \$14.51 ; 1 galvanized iron pump, \$6 .....	20 51		
7 brushes, \$7.10 ; files, \$4.50 ; sundry tools, \$9.36 .....	20 96		
6 lbs. polish, \$3.75 ; 150 lbs. tallow, \$15 ; paint, \$64.05.....	82 80		
6 pairs rubber boots, \$27.16 ; hose coup- lings, \$5.35 ; valves, \$6.07 .....	38 58		
1 safety valve, \$75.00 ; sundry fittings, \$4.53 .....	79 53		
Provisions .....	446 18		
Repairs .....	498 97		
	<hr/>		
<i>Carried forward .....</i>	<i>2,029 23</i>		<i>386,113 56</i>

	\$    c.	\$    c.	\$    c.
<i>Brought forward</i> .....	2,029 23	.....	386,113 56
Towing, \$15.50 ; ferry tickets, \$5 .....	20 50		
60 ft. of 12-in. pipe, \$210 ; 2,271 lbs. castings, \$46.95 .....	256 95		
4 mattresses .....	12 00		
250 lbs. oakum, \$20.00 ; 119 lbs. waste, \$12.50 ; packing, \$17.30 .....	49 80		
173 ft. wire cable, \$26.69 ; turning patterns, \$2.50 .....	29 19		
Painting signs, \$4.75 ; inspection of pump, \$25.24 .....	29 99		
1 side leather, \$4.69 ; 44 ft. belting, \$77.62 ; belt dressing, \$4.00 .....	86 31		
Linoleum, \$11.50 ; 362 ft. rope, \$20.00 .....	31 50		
1 snatch block, \$7.75 ; sundry hardware, \$23.02 .....	30 77		
12 brooms, \$4.80 ; cans, \$1.65 ; shovels, \$1.25 ; lanterns, 90c .....	8 60		
Turps, oil soap, and sundry material .....	18 34		
44½ gals. black oil, \$5.56 ; galvanized iron, \$3.25 .....	8 81		
3 globe valves, \$2.55 ; repairing scales, \$2.25 .....	4 80		
10 yds. duck, \$2.50 ; glasses, \$1.70 ; wash basin, 5.25 .....	9 45		
Labor .....	2,645 39		
			5,271 63
<b>SEWAGE DISPOSAL.</b>			
187 ft. lumber, \$7.11 ; padlocks, 70c.; screws, 84c .....	8 65		
Globes, 10c.; coal oil, \$1.76; levels, 50c .....	2 36		
1 pair rubber boots, \$3.15; 6 screw clamps, \$2.40 .....	5 55		
Boat hire .....	10 50		
Labor .....	613 24		
			640 30
<b>STONE, HOUSE OF INDUSTRY.</b>			
Labor .....	162 24		
			162 24
<b>STREET RAILWAY MATTERS.</b>			
500 time-tables, \$13 ; 3 doz. pass books, \$1.80 .....	14 80		
Labor .....	1,110 52		
			1,115 32
<b>SIDEWALK, KING STREET OPPOSITE STANLEY PARK.</b>			
21 loads brick bats, \$26.25; 38 yds. gravel, \$30.06 .....	56 31		
42 bbls. cement .....	111 72		
Labor .....	94 23		
			262 26
<i>Carried forward</i> .....	.....		393,565 31

	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....					393,565	31
<b>STREET NUMBERING.</b>						
435 street numbers, \$26.10 ; 1 pair snips, \$1.....	27	10				
7 sheets galvanized iron, \$6.27 ; shingles, \$4.25.....	10	52				
10 lbs. drop black, \$1.80 ; 10 lbs. white lead, 80c .....	2	60				
Labor .....	92	32				
					132	54
<b>STEAM ROAD ROLLER.</b>						
Cost of roller .....	2,067	09				
Unloading and setting up .....	50	00				
Customs entry and brokerage .....	424	25				
Difference in exchange .....	8	66				
					2,550	00
<b>TRACK REPAIRS.</b>						
258 yds. sand, \$245.75 ; 50 yds. gravel, \$40	285	75				
437 bbs. cement, \$1,216.37 ; 10 $\frac{1}{4}$ toise macadam, \$112.63 .....	1,329	00				
63,675 scoria blocks .....	3,034	67				
Repairing tracks .....	3,506	09				
716 ft. lumber, \$10.69 ; 83 cords cedar blocks, \$94.50 .....	105	19				
Coal oil, globes, etc .....	13	65				
Blacksmithing .....	13	85				
Labor .....	2,878	29				
					11,166	49
<i>Cr.</i>						
800 lbs. pitch returned to stores .....	18	00				
					11,148	49
<b>WEED CUTTING.</b>						
3 scythes, \$3 ; 2 snaiths, \$2.70 .....	5	70				
Labor .....	508	00				
					513	70
<b>STATION STREET ASPHALT.</b>						
<i>Cr.</i>						
Amount paid by G. T. Ry. System, as share of cost of pavement .....					5,000	00
<b>RAILWAY PAVMENTS.</b>						
Avenue Road, Bloor to Davenport.....	1,517	45				
Ossington Avenue, Dundas to College .....	1,153	05				
Rosedale Loop Line .....	5	66				
Station Street, York to Simcoe .....	404	55				
<i>Carried forward</i> .....					3,080	71
					405,990	75

	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....					405,990	75
BRIDGES, GRADINGS, EXTENSIONS, ETC.						
<i>Eastern Avenue Bridge.</i>						
2,700 bricks, \$20.25 ; 2 bbls. cement, \$5.18	25	43				
5,954 ft. of 2-in. plank, \$287.94 ; 560 lbs. nails, \$12.68 .....	300	62				
341 lbs. sheet lead, \$25.86 ; 44 drift bolts, \$11.60 .....	37	46				
104 lbs. castings, \$4.68 ; 50 coach screws, \$10 .....	14	68				
2,368 ft. of 4 x 4 scantling, \$33.95 ; 51 ft. of 1-in. plank, 72c.. .....	34	67				
Patterns, \$53.88; 17 piles, \$76; jute, \$1.05	130	93				
10 gals. carbolineum, \$5 ; white lead, \$1.25	6	25				
1 cast iron flange, \$4.46 ; 18 12-in. pipes, \$246.60 .....	251	06				
4 12-in. sleeves, \$12.88 ; 380 lbs. pig lead, \$13.68 .....	26	56				
2.38 toise macadam, \$25.58 ; 6½ yds. sand, \$5.59 .....	31	17				
14 special tag screws, \$2.80 ; 100 bolts, \$8.96 .....	11	76				
12-in. S. pipe, \$7.31 ; sundry tools, \$7.12.	14	43				
Towing lumber, \$3 ; sundry hardware, \$7.11 .....	10	11				
Travelling expenses.....	15	00				
Lumber and carpenter's time.....	98	62				
Contract.....	204	00				
Inspection, \$3,563.81 ; labor, \$343.63.....	3,907	44				
			5,120	19		
<i>Humber Bridge.</i>						
3,647 ft. lumber, \$119.55 ; 130 lbs. nails, \$3.03 .....	122	58				
Stone, \$3.40 ; cement, 66c. ; 11 toise macadam, \$107.25 .....	111	31				
8½ cords cedar posts, \$42.50 ; piles and driving, \$153.....	195	50				
Repairs to tools, \$2.75 ; patters, \$3.37 ; tools, \$1.10 .....	7	22				
Surveying approaches .....	10	00				
Placing and keeping lamps at bridge.....	29	20				
Purchase of land from Mr. Nurse.....	200	00				
Inspection of material.....	17	33				
Blacksmith work .....	18	87				
Contract .....	3,066	39				
Inspection, \$129 ; labor, \$1,050.97.....	1,179	97				
			4,958	37		
<i>Queen Street Bridge, over Don.</i>						
28,727 ft. lumber, \$474.82 ; 1,450 lbs. nails, \$44.17 .....	518	99				
<i>Carried forward</i> .....	518	99	10,078	56	405,990	75

	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....	518	99	10,078	56	405,990	77
8 bronze name plates, \$12 ; 4 ship augers, \$5 .....		17 00				
6 gross bolts, \$10.35 ; 18 shovels, \$18 ; spikes, 43c. ....		28 78				
1,028½ ft. piling, \$200.65 ; 29 piles, \$62. ....	262	65				
G. T. R. labor and material .....	94	57				
Inspection of material.....	60	16				
Lighting bridge .....	64	00				
6.81 toise macadam, \$80.10 ; 1,283 ft. tam- arac, \$269.16.....	349	26				
Inspecting water mains.....		4 00				
Filling in abutments.....	100	50				
1½ cords cedar posts, \$6.63; 108 cords cedar blocks, \$585.11.....	591	74				
Patterns, \$3.37 ; use of roller, \$13.20....	16	57				
1 set street gates .....	579	00				
Use of pile-driver, etc.....	487	55				
Travelling expenses re stone.....	20	00				
251 loads earth.....	120	35				
Cost of repairing tracks, C. P. R. ....	620	20				
Wiring, fixtures Toronto Electric Light Power, fuse, etc., \$32.20 ; 80 gallons car- bolineum, \$40 .....	275	00	72	20		
Plumbing, \$17.18; sundry hardware, \$16.38		33 56				
80 special log screws, \$16 ; 1,200 bricks, \$9.30 .....		25 30				
4 pieces sheet lead, \$9.06 ; 2 rolls asphalt roofing, \$5.50 .....		14 56				
3,500 scoria blocks, \$195.42 ; 1,247 ft. curbing, \$21.57.....		216 99				
Advertising, £31 ; sundry hardware, 29.60		60 60				
49 ft. pipe and sleeves, \$313.75 ; 6 sheets galvanized iron, \$7.20.....		320 95				
Water works, labor and material.....	374	14				
10 lbs. waste, \$1.50 ; oils, \$3.90.....		5 40				
Inspection.....	213	00				
Contract, abutments.....	22,038	80				
" Steel pipe. ....	1,300	00				
" Hamilton Bridge Co. ....	15,340	00				
" Deck, W. S. Asphalt Co.....	3,159	11				
			47,384	93		
<i>Noble Street Extension.</i>						
Labor.....	60	00				
Land damages and Solicitors' charges .....	4,004	00				
			4,064	00		
					61,527	49
<b>LOCAL IMPROVEMENT—SEWERS.</b>						
<i>Rain Avenue, Pipe to Carlaw.</i>						
Contract .....	680	00				
Inspection .....	53	28				
			733	28		
<i>Carried forward</i> .....			733	28	467,518	24

	\$	c.	\$	c.	\$	c.
<i>Brought forward.....</i>			733	28	467,518	24
<i>Custom House Lane.</i>						
Contract .....	471	60				
Inspection .....	43	29				
			514	89		
<i>Columbus Avenue, Sorauren to end.</i>						
486 ft. pipe, \$106.30; 39 junctions, \$29.25.	135	55				
4 culvert traps, \$20; 15 bbls. cement, \$40.80 .....	60	80				
4 culvert tops, \$12; 1 flush tank, \$25 .....	37	00				
15 manhole steps, \$2.40; 3 manhole covers, \$12.50 .....	14	90				
6,000 bricks, \$49.50; 8 yds. sand, \$5.20..	54	70				
2 6-in. bends, \$1; 48 lbs. jute, \$3.84 .....	4	84				
Repairs to siphon .....	34	80				
Labor .....	284	55				
			627	14		
Less amount paid for private drains.....	42	43				
			584	71		
<i>Dupont Street, Bathurst to Howland.</i>						
20,589 ft. lumber, \$127.70; 80,000 bricks, \$600 .....	727	70				
121 bbls. cement, \$326.34; 66 yds. sand, \$42.90 .....	369	24				
Slants, \$10.50; bends, \$4 .....	14	50				
154 ft. of 9-in. pipe, \$24.60; sundry tools, \$2.75 .....	27	35				
6 culvert traps, \$30; 2 tops, \$6.10 .....	36	10				
1 manhole top, \$8.25; 27 manhole steps, \$4.32; stoppers, \$1.80 .....	14	37				
7 pails, \$10.50; coal, oil, globes, etc., \$5.80 .....	16	30				
Sharpening tools .....	2	62				
Labor .....	1,165	75				
			2,373	93		
Less amount paid for private drains.....			19	80		
			2,354	13		
<i>Dupont Street, Huron to Howland.</i>						
Final payment, contract.....			497	00		
<i>Davenport Road, Dupont to 1,782 ft. east of Bedford.</i>						
Contract .....	1,188	70				
Inspection .....	109	89				
			1,298	59		
<i>Carried forward.....</i>			5,982	60	467,518	24

	\$	c.	\$	c.	\$	c.
<i>Brought forward.....</i>			5,982	60	467,518	24
<i>Fisher Street, Dufferin to Sheridan.</i>						
Final payment, contract.....			76	28		
<i>Hickory Street, St. Patrick to Lane.</i>						
2 yds. sand.....	1	40				
1,000 bricks .....	7	50				
			8	90		
<i>Golden Avenue, Dundas to 440 ft. North.</i>						
Contract .....			107	20		
<i>Noble Street, Queen to 240 ft. North.</i>						
Contract .....	380	90				
Inspection .....	53	28				
Labor .....	29	35				
			463	53		
<i>Queen Street, Knox to 500 ft. East.</i>						
Final payment, contract.....			100	95		
<i>Spadina Road, Dupont to North City Limits.</i>						
200 bricks, \$1.90 ; 1,343 ft. lumber, \$23.04	24	94				
6 yds. sand.....	4	20				
			29	14		
<i>Van Horne Street, Dufferin to Dovercourt.</i>						
Final payment, contract.....			402	89		
					7,171	49
<b>LOCAL IMPROVEMENT PAVEMENTS—ASPHALT.</b>						
<i>Admiral Road, Lowther to Bernard.</i>						
2 yds. sand.....	1	40				
Contract.....	1,217	78				
			1,219	18		
<i>Avenue Road, Bloor to Davenport.</i>						
Final payment, contract.....			2,124	60		
<i>Bernard Avenue, St. George to Bedford.</i>						
4,075 bricks, \$30.51 ; 10 bbls. cement, \$25.90.....	56	41				
6 yds. sand, \$3.90 ; coal oil, wick, etc., \$1.50 .....	5	40				
10 culvert traps (4,560 lbs.) .....	101	20				
Manhole tops (1,650 lbs.) .....	33	00				
62 ft. 9-in. pipes, \$9.46 ; bends, \$1.50 ..	10	96				
<i>Carried forward .....</i>	206	97	3,343	78	474,689	73

	\$	c.	\$	c.	\$	c.
<i>Brought forward.....</i>	206	97	3,343	78	474,689	73
Contract .....	4,109	59				
Inspection, \$89.50 ; labor, \$151.91 .....	241	41				
			4,557	97		
<i>Bloor Street, Avenue Road to Walmer.</i>						
8½ yds. sand, \$6.41 ; 4 bbls. cement, \$7.77	14	18				
1,300 bricks, \$9.75 ; 44 ft. pipe, \$6.40 ;						
bends, \$2.50 .....	18	65				
3 culvert traps .....	21	40				
Contract .....	18,567	16				
Inspection, \$151 ; labor, \$55.27 .....	206	27				
Water works charges .....	12	26				
			18,839	92		
<i>Brunswick Avenue, Ulster to Sussex.</i>						
3,600 bricks, \$27 ; 10 bbls. cement, \$25.90	52	90				
9 culvert traps, \$96.20 ; 4 sewer traps, \$20 ;						
bends, \$1 .....	117	20				
5 yds. sand, \$3.25 ; coal oil, 23c. ; 56 ft.						
pipe, \$8.40.....	11	88				
Contract .....	7,854	61				
Inspection, \$99.50 ; labor, \$144.45 .....	243	95				
			8,280	54		
<i>Brunswick Avenue, Bloor to Wells.</i>						
1,460 ft. lumber, \$22.24 ; 100 lbs. nails,						
\$3.45.....	25	69				
4,600 bricks, \$37.92 ; 18½ bbls. cement,						
\$54.61.....	92	53				
2 yds. sand, \$1.30 ; 12,930 lbs. castings,						
\$258.60 ; pipe, \$3.90 .....	263	80				
1 culvert trap, \$3 ; 6 gals. coal oil, \$1.38.						
4 38						
Contract .....	12,079	80				
Inspection, \$105.50 ; labor, \$325.71 .....	431	21				
			12,897	41		
<i>Boswell Ave., Avenue Road to Bedford.</i>						
9 bbls. cement, \$26.64 ; 4 yds. sand, \$2.60	29	24				
1,000 bricks, \$8.25 ; 7,620 lbs. castings,						
\$112.40 .....	120	65				
1,526 ft. sod, \$61.04 ; 18 9-in. bends,						
\$2.70 ; manhole steps, 64c .....	64	38				
Contract .....	3,297	45				
Inspection, \$51 ; labor \$199.66.....	250	66				
			3,762	38		
<i>Cowan Avenue, King to Queen.</i>						
Amount paid Constructing and Paving Co. ....	....	....	175	00		
<i>Church Street, King to Queen.</i>						
5,130 lbs. castings, \$102.60 ; 1 sewer trap,						
\$5.....	107	60				
<i>Carried forward.....</i>	107	60	51,857	00	474,689	73

	\$    c.	\$    c.	\$    c.
<i>Brought forward .....</i>	107 60	51,857 00	474,689 73
3,000 bricks, \$22.50 ; 58 ft. pipe, \$8.70..	31 20		
8 yds. sand, \$6.32 ; 16 bbls. cement, \$39.44 .....	45 76		
Water Works charges .....	113 36		
Contract .....	9,832 53		
Inspection, \$145 ; labor, \$151.29 .....	296 29		
	<hr/>	10,426 74	
<i>Classic Avenue, Spadina to Huron.</i>			
Final payment, contract.....		68 00	
<i>Cowan Avenue, King to Huxley.</i>			
2,540 bricks, \$21.37 ; 9½ bbls. cement, \$25.20 .....	46 57		
6,920 lbs. castings, \$138.40 ; 9-in. bends, \$2 ; pipe, \$6 .....	146 40		
1,664 ft. lumber, \$25.73 ; nails, \$1.75 ; sand, \$2.13 .....	29 61		
5 gals. coal oil, \$1.15 ; 8 manhole steps, \$1.28 .....	2 43		
Contract .....	8,495 58		
Inspection, \$79 ; labor, \$174.69 .....	253 69		
	<hr/>	8,974 28	
<i>Dowling Avenue, Queen to G. T. R.</i>			
7,610 bricks, \$62.80 ; 17½ bbls. cement, \$50.23 .....	113 03		
9 old gullies, \$27 ; 2 culvert traps, \$10 .....	37 00		
66 ft. pipe, \$9.49 ; 11 9-in. bends, \$11...	20 49		
5,480 lbs. castings, \$109.60 ; 2 manhole steps, 32c. .....	109 92		
10 yds. sand, \$6.49 ; coal oil, 69c.; red globes, 44c .....	7 62		
768 ft. lumber, \$11.87 ; nails, 86c.....	12 73		
Contract .....	11,210 86		
Inspection, \$138 ; labor, \$269.61 .....	407 61		
Water Works charges .....	90 46		
	<hr/>	12,009 72	
<i>Front Street, Jarvis to George.</i>			
Contract .....	3,995 48		
Inspection .....	39 00		
Labor .....	19 72		
	<hr/>	4,054 20	
<i>Glen Road, Howard to the Bridge.</i>			
6 bbls. cement, \$16.26 ; 1,000 bricks, \$7.75 .....	24 01		
12 9-in. bends, \$12 ; 12 ft. of 9-in. pipe, \$1.80 .....	13 80		
8 manhole steps, \$1.28 ; 3,380 lbs. cast- ings, \$67.60 .....	58 88		
	<hr/>	87,389 94	474,689 73
<i>Carried forward .....</i>	106 69		

	\$	c.	\$	c.	\$	c.
<i>Brought forward .....</i>	106	69	87,389	94	474,689	73
160 ft. cedar curb, \$2.16 ; 2 yds. sand, \$1.58 .....		3 74				
Contract.....	2,363	06				
Inspection, \$54.50 ; labor, \$99.60 .....	154	10				
			2,627	59		
<i>Howland Avenue, Bloor to Barton.</i>						
7,960 lbs. castings, \$158 ; 11 9-in. bends, \$11 ; 42 ft. 9-in. pipe, \$6.30 .....	175	30				
3,300 bricks, \$25.08 ; 13 bbls. cement, \$34.41 .....	59	49				
1,028 yds. sod .....	41	12				
500 ft. lumber, \$7.78 ; nails, \$3.45.....	11	23				
3 gals. coal oil, 69c. ; 3 red globes, 66c. ; 2 lanterns, 70c .....	2	05				
Contract.....	6,820	38				
Inspection, \$97 ; labor, \$266.32 .....	363	32				
			7,472	89		
<i>Huron Street, Lowther to Bernard.</i>						
3,072 bricks, \$25.37 ; 10½ bbls. cement, \$31.08 .....	56	45				
3,760 lbs. castings, \$75.20 ; 4 manhole tops, \$43.20.....	118	40				
48 ft. of 9-in. pipe, \$7.20 ; bends and junc- tions, \$1.75 .....	8	95				
2 gals. coal oil, 46c. ; 2½ yds. sand, \$1.48 ; red globes, 44c. ....	2	38				
Contract.....	8,106	54				
Sodding .....	134	17				
Inspection, \$82 ; labor, \$155.39.....	237	39				
			8,664	28		
<i>King Street, Simcoe to Spadina.</i>						
1,539 ft. lumber, \$22.97 ; 50 lbs. nails, \$1.73 .....	24	70				
3 bbls. cement, \$8.14 ; 3 yds. sand, \$1.99.	10	13				
2,165 bricks, \$16.28 ; 2 round valve cham- ber tops, \$20 ; centres, 16c.....	36	44				
8,550 lbs. castings, \$128.25 ; coal oil, 23c.	128	48				
Water Works charges .....	28	54				
Contract.....	20,323	18				
Inspection, \$278.50 ; labor, \$192.82 .....	471	32				
			21,022	79		
<i>King Street, Spadina to Bathurst.</i>						
7,440 bricks, \$61.16 ; 21½ bbls. cement, \$62.67 .....	123	83				
11½ yds. sand, \$7.48 ; coal oil, wick, etc., \$2.05 .....	9	53				
7,990 lbs. castings, \$159.80 ; 106 ft. of 9-in. pipe, \$15.90.....	175	70				
<i>Carried forward .....</i>	309	06	127,177	49	474,689	73

	\$    c.	\$    c.	\$    c.
<i>Brought forward</i> .....	309 06	127,177 49	474,689 73
Junctions, bends, etc., \$3.95 ; 1 round valve chamber top, \$10.....	13 95		
Toronto Railway Co., moving iron pole.....	10 00		
Water Works labor .....	9 80		
Contract .....	17,644 39		
Inspection, \$242.50 ; labor, \$323.44 .....	565 94		
	<hr/>	18,553 14	
<i>Lane South of Front, Scott to East End.</i>			
122 sq. yds. of pavement at \$2.06 .....		251 32	
<i>Leader Lane, King to Colborne.</i>			
Final payment, contract .....		146 85	
<i>Lippincott Street, Ulster to Bloor.</i>			
10,750 lbs. castings, \$214.60 ; 6,450 bricks, \$52.87 .....	267 47		
19 bbls. cement, \$49.21 ; 13 $\frac{1}{4}$ yds. sand \$8.69 .....	57 90		
2 round valve chamber tops, \$20 ; centres, 32c. ; nails, \$3.45 .....	23 77		
13 9-in. bends, \$13 ; 92 ft. of 9-in. pipe, \$13.80 .....	26 80		
3 culvert traps, \$15 ; coal oil, etc., \$2.....	17 00		
Water Works charges .....	26 72		
Contract .....	12,028 89		
Inspection, \$140 ; labor, \$261.45 .....	401 45		
	<hr/>	12,850 00	
<i>Lowther Avenue, St. George to 153 ft. east of Bedford.</i>			
7 bbls. cement, \$18.13 ; 4 yds. sand, \$3.16	21 29		
5,600 lbs. castings, \$112 ; 1 culvert trap, \$5 ; 9-in. pipe, \$6.90 .....	123 90		
2,500 bricks .....	18 75		
Contract .....	5,155 80		
Inspection, \$89 ; labor, \$129.54 .....	218 54		
	<hr/>	5,538 28	
<i>Lowther Avenue, Spadina to Walmer.</i>			
1,540 ft. lumber, \$23.43 ; 100 lbs. nails, \$3.45 .....	26 88		
400 bricks, \$3.30 ; 1 bbl. cement, \$2.96 .....	6 26		
1,110 lbs. castings, \$33 ; 24 ft. of 9-in. pipe, \$3.60 .....	36 60		
Sand, 49c. ; coal oil, 23c .....	72		
Contract .....	1,725 80		
Inspection, \$39 ; labor, \$88.39 .....	127 39		
	<hr/>	1,923 65	
<i>Carried forward</i> .....		166,440 73	474,689 73

	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			166,440	73	474,689	73
<i>Lane, east of Bay, Wellington to Melinda.</i>						
Final payment, contract.....			52	70		
<i>Lane, east of Lane, east of Bay.</i>						
Final payment, contract.....			22	80		
<i>Linden Street, Sherbourne to Huntley.</i>						
Final payment, contract .....			750	00		
<i>Lane, east of Leader Lane.</i>						
Final payment, contract.....			31	70		
<i>Manning Avenue, Harbord to Bloor.</i>						
2,650 bricks, \$21.86 ; 8 bbls. cement, \$22.96 .....	44	82				
3,990 lbs. castings, \$79.80 ; 5 9-in. bends, \$5 ; junctions, \$2.....	86	80				
76 ft. of 9-in. pipe, \$11.40 ; 1 manhole top, \$8.10 .....	19	50				
4 yds. sand, \$2.60 ; red globes and wick, 24c.....	2	84				
Contract .....	7,781	73				
Inspection, \$85.50 ; labor, \$171.93 .....	257	43				
			8,193	12		
<i>Markham Street, College to 759 ft. South.</i>						
4,150 ft. lumber, \$8.41 ; 100 lbs. nails, \$3.45 .....	11	86				
2,950 bricks, \$23.92 ; 6½ bbls. cement, \$18.87 .....	42	79				
1 round valve chamber top, \$10 ; 9,980 lbs. castings, \$59.60.....	69	60				
3½ yds. sand, \$2.31 ; pipe, \$1.81 .....	4	12				
Water Works charges .....	18	50				
Contract .....	5,212	65				
Inspection, \$66 ; labor, \$126.65 .....	192	65				
			5,552	17		
<i>Mercer Street, John to Peter.</i>						
4,530 bricks, \$36.18 ; 10½ bbls. cement, \$31.10 .....	67	28				
8½ yds. sand, \$5.56 ; 2 round valve cham- ber tops, \$20 .....	25	56				
2 culvert traps, \$10 ; 3,290 lbs. castings, \$65.80 .....	75	80				
3 round manhole tops, \$33 ; 48 ft. of 9-in. pipe, \$7.20.....	40	20				
<i>Carried forward</i> .....	208	84	181,043	22	474,689	73

	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....	208	84	181,043	22	474,689	73
28 ft. of 12-in. pipe, \$7 ; 1 manhole frame, \$4.20 .....	11	20				
Coal oil, etc.....	1	03				
Water Works charges .....	30	60				
Contract .....	4,198	22				
Inspection, \$85.50 ; labor, \$147.57 .....	233	07				
			4,682	96		
<i>Madison Avenue, Bloor to Dupont.</i>						
Final payment, contract.....					490	33
<i>Manning Avenue, College to Ulster.</i>						
5,805 bricks, \$46.52 ; 13 bbls. cement, \$37.56 .....	84	08				
6½ yds. sand, \$14.42 ; 2 round valve cham- ber taps, \$20.....	24	42				
4,560 lbs. castings, \$91.20 ; 66 ft. of 9-in. pipe, \$9.90 .....	101	10				
5 9-in. bends, \$6 ; junctions, etc., \$2.09 ..	8	09				
3 manhole tops .....	33	00				
1,400 ft. lumber, \$21.01 ; 100 lbs. nails, \$3.45 .....	24	46				
Water Works charges .....	33	60				
Contract .....	7,095	70				
Inspection, \$79 ; labor, \$171.26 .....	250	26				
			7,654	71		
<i>Prince Arthur Avenue, St. George to 200 feet East of Bedford.</i>						
4,480 lbs. castings, \$89.60 ; 2 6-in. S pipes, \$5.20 .....	94	80				
1,000 bricks, \$7.50 ; 6 bbls. cement, \$15.54	23	04				
4 yds. sand, \$2.60 ; 367 yds. sod, \$14.68 ..	17	28				
36 ft. of 9-in. pipe, \$5.40 ; 1 6-in. sleeve, \$1.38 ; pig lead, \$3.61 .....	10	39				
Water Works charges .....	43	35				
Inspection, \$66.50 ; labor, \$126.40 .....	192	90				
			5,680	63		
<i>Palmerston Avenue, Arthur to College.</i>						
6,030 bricks, \$49.06 ; 3 round valve cham- ber tops, \$30.48 .....	79	54				
13½ bbls. cement, \$37.72 ; 7½ yds. sand, \$4.93 .....	42	65				
2,500 ft. lumber, \$37.45 ; 100 lbs. nails, \$3.45 .....	40	90				
11,630 lbs. castings, \$232.60 ; 58 ft. of 9-in. pipe, \$8.70 .....	241	30				
4 9-in. bends, \$4 ; 3 culvert traps, \$15...	19	00				
Coal oil, 69c.; globes, 22c.; 4 c. e. pipes and bends, \$1.76 .....	2	67				
Water Works charges .....	45	84				
<i>Carried forward</i> .....	471	90	199,551	85	474,689	73

	\$	c.	\$	c.	\$	c.
<i>Brought forward . . . . .</i>	471	90	199,551	85	474,689	73
Contract . . . . .	4,800	00				
Inspection, \$135.50 ; labor, \$208.05 . . . . .	343	55				
			5,615	45		
<i>Queen Street, Bathurst to Niagara.</i>						
Final payment, contract . . . . .					121	97
<i>Queen Street, River to G. T. R. Tracks.</i>						
2 yds. sand . . . . .					1	58
<i>Spadina Crescent.</i>						
5,930 lbs. castings, \$118.60 ; 86 ft. 9-in. pipe, \$12.90 . . . . .	131	50				
19 bbls. cement, \$53.97 ; 2 yds. sand, \$1.34	55	31				
5,795 bricks, \$46.47 ; 1 culvert trap, \$5 ; bends, \$1 . . . . .	52	47				
400 ft. lumber, \$6.13 ; 50 lbs. nails, \$1.73	7	86				
Water Works charges . . . . .	46	80				
Contract . . . . .	10,400	00				
Inspection, \$157.50 ; labor, \$213.05 . . . . .	370	55				
			11,064	49		
<i>Spadina Avenue, Knox College to Bloor.</i>						
Final payment, contract . . . . .					836	02
<i>Spruce Street, Parliament to Sumach.</i>						
Final payment, contract . . . . .					46	80
<i>Spadina Road, Bloor to Bernard.</i>						
5,000 bricks, \$37.50 ; 100 ft. lumber, \$1.20	38	70				
20 bbls. cement, \$56.98 ; 14 yds. sand, \$9.10 . . . . .	66	08				
7,980 lbs. castings, \$159.60 ; 7 manhole tops, \$77 . . . . .	236	60				
1 culvert trap, \$5 ; 56 ft. 9-in. pipe, \$8.40	13	40				
53 9-in. bends, \$13.90 ; reducers, \$1 . . . . .	14	90				
2,905 sq. yds. sod . . . . .	156	12				
Coal oil, globes, wick, etc. . . . .	4	12				
Contract . . . . .	12,516	80				
Inspection, \$119 ; labor, \$566.38 . . . . .	685	38				
			13,732	10		
<i>Sussex Avenue, Spadina to Borden.</i>						
3,850 lbs. castings, \$77 ; 2 long valve chamber tops, \$13 ; centres, 16c . . . . .	90	16				
750 ft. lumber, \$10.81 ; 100 lbs. nails, \$2.08 ; coal oil, \$1 . . . . .	13	89				
22 yds. sand, \$6.15 ; 16 bbls. cement, \$41.44 . . . . .	47	59				
<i>Carried forward . . . . .</i>	151	64	230,970	26	474,689	73

	\$	c.	\$	c.	\$	c.
<i>Brought forward .....</i>	151	64	230,970	26	474,689	73
3,860 bricks, \$28.95 ; 64 ft. of 9-in. pipe, \$9.60 .....	38	55				
10 culvert tops, \$114 ; 1,396 yds. sod, \$55.88.....	169	88				
Water Works charges .....	15	57				
Contract.....	7,507	14				
Inspection, \$111.50 ; labor, \$318.27 .....	429	77				
			8,312	55		
<i>Sherbourne Street, Bridge to South Drive.</i>						
Final payment, contract.....			550	47		
<i>St. Patrick Street, Beverley to McCaul.</i>						
Final payment, contract .....			643	20		
<i>Victoria Street, Adelaide to Queen.</i>						
Final payment, contract.....			1,258	95		
					241,735	43
<b>BRICK PAVEMENTS.</b>						
<i>Atkins Avenue, Brock to East End.</i>						
36,600 bricks, \$520.70 ; 14½ bbls. cement, \$39.32 .....	560	02				
49 yds. sand, \$18.85 ; 62 yds. gravel, \$66.98.....	85	83				
1½ cd. cedar posts, \$7.50; 100 lbs. spikes, \$3.60 .....	11	10				
15 ft. 9-in. pipe, \$1.50 ; 1 Tomlinson trap, \$5 ; coal oil, \$1.15 .....	7	65				
Labor .....	196	45				
			861	05		
<i>Amelia Street, Parliament to Sumach.</i>						
Final payment, contract.....			1,095	42		
<i>Bellevue Place, Bellevue to Carlyle.</i>						
263 ft lumber, \$6.74 ; 100 bbls. cement, \$255 .....	261	74				
4 asphalt brooms .....	2	17				
Labor .....	3	00				
			266	91		
<i>Buchanan Street, Yonge to Teraulay.</i>						
Lumber, \$76.39 ; 1,500 bricks, \$803.66 ..	880	05				
163 yds. stone, \$262.30 ; 200 bbls. cement, \$421.12 .....	683	42				
180 yds. sand, \$142.20 ; 10 bbls. pitch, \$22.39 .....	164	59				
<i>Carried forward .....</i>	1,728	06	2,223	38	716,425	16
17-E						

	\$	c.	\$	c.	\$	c.	
<i>Brought forward .....</i>	1,728	06	2,223	38	716,425	16	
2 pails, \$3 ; coal oil, 69c.....		3 69					
Labor .....		733 54					
					2,465	29	
<i>Borden Street, College to Ulster.</i>							
Final payment, contract.....					153	00	
<i>Brookfield Street Queen to Humbert.</i>							
Final payment, contract.....					142	80	
<i>Crawford Street, Arthur to North End.</i>							
Final payment, contract.....					187	00	
<i>Concord Avenue, Bloor to 180 ft. South of Hepbourne.</i>							
Final payment, contract.....					238	00	
<i>Comeron Place, Cameron to Vananley.</i>							
4 asphalt brooms .....		2 16					
79 lbs. iron.....		1 97					
					4 13		
<i>Fuller Street, Queen to Pearson.</i>							
1,995 ft. lumber, \$28.85 ; 200 lbs. nails, \$4.16 .....			33	01			
4,525 bricks, \$33.88 ; 13 bbls. cement, \$33.67 .....			67	55			
6½ yds. sand, \$4.33 ; coal oil and globes, 68c.....			5	01			
2 manhole tops, \$15.90 ; 74 ft. of 9-in. pipe, \$11.48 .....			27	38			
5 9-in. bends, \$3.75 ; 5 culvert traps, \$25. Contract .....			28	75			
Inspection \$97 ; labor, \$187.95.....			3,606	67			
			284	95			
					4,053	32	
<i>Front Street, York to Simcoe.</i>							
4,900 bricks, \$36.75 ; 10 bbls. cement, \$25.90 .....			62	65			
5,620 lbs. castings, \$112.40; 1 sewer trap, \$5 84 ft. of 9-in. pipe, \$12.60 ; 7 yds. sand, \$5.41 .....			117	40			
Water Works charges .....			18	01			
Contract .....			12	13			
Inspection, \$138 ; labor, \$143.20.....			5,852	59			
			281	20			
					6,343	98	
<i>Carried forward .....</i>					15,810	90	
						716,425	16

	\$	c.	\$	c.	\$	c.
<i>Brought forward .....</i>			15,810	90	716,425	16
<i>Grove Avenue, Foxley to Dundas.</i>						
4 asphalt brooms, \$2.17 ; 4 yds. sand, \$2.80 .....	4	97				
124 yds. sod, \$4.34 ; lumber, 70c.; nails, 12c.; handles, 26c .....	5	42				
			10	39		
<i>Lane South of Front, Yonge to Scott.</i>						
1,000 bbls. paving pitch, \$14.50 ; 99 bbls. cement, \$248.73 .....	263	23				
80 yds. stone, \$132 ; 100 yds. gravel, \$84.80 .....	216	80				
37,000 bricks, \$536.50 ; coal oil, 23c.; pipe, 40c.....	537	13				
Labor .....	351	18				
			1,368	34		
<i>Lane South of King, John to Dorset.</i>						
15,670 bricks, \$223.03 ; 59½ bbls. cement, \$147.50 .....	370	53				
28¾ yds. sand, \$18.70 ; 38 yds. stone, \$66.50	85	20				
200 ft. lumber, \$2.40 ; 3 bbls. pitch, \$4.50	6	90				
266 ft. stone curb, \$106.40 ; pipe and bends, \$3.50 .....	109	90				
Coal oil, 23c.; globes, 44c.; junctions, 75c	1	42				
Labor .....	446	62				
			1,020	57		
<i>Lombard Street, Victoria to Church.</i>						
1,920 bricks, \$14.65 ; 1 culvert trap, \$5..	19	65				
3 bbls. cement, \$8.21 ; 3 yds. sand, \$2.25	10	46				
22 9-in. bends, \$22 ; 9-in. pipe, \$3.30...	25	30				
Water Works charges .....	30	70				
Contract .....	3,918	20				
Inspection, \$97.50 ; labor, \$57.84 .....	155	34				
			4,159	65		
<i>Markham Street, Queen to Arthur.</i>						
4,755 bricks, \$36.53 ; 2 culvert traps, \$10	46	53				
15⅔ bbls. cement, \$41.67 ; 10⅔ yds. sand, \$6.82 .....	48	49				
4,400 ft. lumber, \$66.33 ; 250 lbs. nails, \$7.94 .....	74	27				
2 round valve chamber tops, \$20 ; pipe and bends, \$15.40 .....	35	40				
1,700 yds. sod, \$68.04 ; coal oil, 69c .....	68	73				
Water Works charges .....	38	22				
Contract .....	9,761	14				
Inspection, \$199 ; labor, \$446.01 .....	645	01				
			10,717	79		
<i>Carried forward .....</i>			33,087	64	716,425	16

	\$	c.	\$	c.	\$	c.
<i>Brought forward .....</i>			33,087	64	716,425	16
<i>Manning Avenue, Ulster to Harbord.</i>						
1,050 bricks, \$8.66 ; 2 culvert traps, \$10. 3 bbls. cement, \$8.88 ; 2 yds. sand, \$1.40. 34 ft. of 9-in. pipe, \$5.10 ; 4 9-in. bends, \$4 ; coal oil, 46c. ....	18	66	10	28		
Contract .....	9	56	3,702	16		
Inspection, \$85.50 ; labor, \$110.71 .....	196	21				
			3,936	87		
<i>Niagara Street, Bathurst to King.</i>						
8,165 bricks, \$76.18 ; 5 round valve chamber tops, and centres, \$50.80 .....	126	98				
13½ yds. sand, \$8.90 ; 11 yds. gravel, \$13.73 .....	22	63				
18 bbls. cement, \$49.62 ; 1 gully top, \$8.55	58	17				
2,100 ft. lumber, \$32.18 ; 100 lbs. nails, \$3.45 .....	35	63				
2 culvert traps, \$10 ; 38 ft. of 9-in. pipe, \$5.70 .....	15	70				
3 9-in. bends, \$3 ; Water Works charges, \$117.08 .....	120	08				
Contract .....	9,732	32				
Inspection, \$208.50 ; labor, \$246.08 .....	454	58				
			10,566	09		
<i>Pearl Street, York to Simeoe.</i>						
Final payment, contract .....					51	00
<i>Robinson Street, Bathurst to Palmerston.</i>						
2,960 ft. lumber, \$42.86 ; 200 lbs. nails, \$4 16 .....	47	02				
2,500 bricks, \$1.85 ; 1 cord cedar blocks, \$2.70 .....	4	55				
2 bbls. cement, \$5.18 ; 1¼ yds. sand, 81c.	5	99				
470 lbs. lead pipe, \$23.25 ; stop cock rods, \$3.52 .....	26	77				
1,140 yds. sod, \$45.60 ; 3 double iron boxes, \$4.80 .....	50	40				
1 culvert trap, \$5 ; pipe and bends, \$1.30.	6	30				
16 ½-in. couplings .....	6	00				
Contract .....	2,921	24				
Inspection, \$99.50 ; labor, \$185.42 .....	284	92				
			3,353	19		
<i>William Street, Queen to Caer Howell.</i>						
9,315 bricks, \$75.06 ; 23 bbls. cement, \$67.97 .....	143	03				
130 ft. of 9-in. pipe, \$19.50 ; 8 9-in. bends, \$4.50 .....	24	00				
7 Tomlinson traps, \$35 ; 2 round valve chamber tops, \$20.32 .....	55	32				
<i>Carried forward .....</i>	222	35	50,994	79	716,425	16

	\$	c.	\$	c.	\$	c.
<i>Brought forward .....</i>	222	35	50,994	79	716,425	16
13 yds. sand \$8.49 ; 4,375 yds. sod, \$175.	183	49				
2 6-in. valves, \$26 ; 2 6-in. sleeves, \$2.76.	28	76				
83 lbs. pig lead, \$3.61 ; jute, 40c. ; lanterns, \$1.05	5	06				
350 ft. lumber, \$6.86 ; 50 lbs. nails, \$1.73	8	59				
4½ gals. coal oil, \$1.04 ; globes, 44c. ; c. c. pipes, 35c.	1	83				
Contract .....	10,364	44				
Inspection, \$265 ; labor, \$586.69.	851	69				
Water Works charges .....	35	72				
			11,701	93		
<i>West Lodge Avenue, Queen to 240 ft. North.</i>						
1,824 ft. lumber \$43.82 ; 150 lbs. nails, \$5.18	49	00				
½ bbl. cement, \$1.48 ; ¼ yd. sand, 16c.	1	64				
125 bricks .....	1	03				
Contract .....	1,261	52				
Inspection, \$60.50 ; labor, \$32.71 .....	93	21				
			1,406	40		
					64,103	12
<b>CEDAR BLOCK PAVEMENTS.</b>						
<i>Adelaide Street, Bay to York.</i>						
Final payment, contract.....			194	50		
<i>Arthur Street, Euclid to Dundas.</i>						
2,100 ft. lumber, \$32.09 ; nails, \$1.73....	33	82				
9,395 bricks, \$76.10 ; 2 culvert traps, \$10.	86	10				
19½ yds. sand, \$12.73 ; 15 bbls. cement, \$43.66	56	39				
258 ft. of 9-in. pipe, \$38.70 ; 15 9-in. bends, \$15..	53	70				
1 round valve chamber top, \$10 ; junctions, etc., \$2.15 .....	12	15				
Water Works charges .....	75	95				
Contract .....	4,860	00				
Inspection, \$170.50 ; labor, \$433.63 .....	604	13				
			5,782	24		
<i>Argyle Street, Dundas to Shaw.</i>						
1,250 ft. lumber, \$18.68 ; 100 lbs. nails, \$3.45 .....	22	13				
2 bbls. cement, \$5.92 ; 550 bricks, \$4.54.	10	46				
14 ft. of 9-in. pipe, \$2.10 ; sand, 33c....	2	43				
Contract .....	990	00				
Inspection, \$37 ; labor, \$82.16.....	119	16				
			1,144	18		
<i>Beatty Avenue, King to Queen.</i>						
Final payment, contract.....			178	71		
<i>Carried forward .....</i>			7,299	63	780,528	28

	\$	c.	\$	c.	\$	c.
<i>Brought forward....</i>			7,299	63	780,528	28
<i>Bay Street, Front to Esplanade.</i>						
Final payment, contract.....			147	50		
<i>Broadway Place, Spadina to 159 ft. West.</i>						
Final payment, contract.....			10	36		
<i>Berryman Street, Davenport to Hazelton.</i>						
1,685 bricks, \$12.64 ; 2 bbls. cement, \$5.18 2 yds. sand, \$1.34 ; 1 round valve chamber top, \$10.....	17	82	11	34		
Water Works charges .....	32	80				
Contract.....	850	50				
Inspection, \$45.50 ; labor, \$12.78 . . . . .	55	28				
			970	74		
<i>Bellwoods Avenue, Queen to Mansfield.</i>						
3,500 ft. lumber, \$45.91 ; 200 lbs. nails, \$4.16 .....	50	07				
5,615 bricks, \$42.11 ; 14½ bbls. cement, \$37.85.....	79	96				
10 yds. sand, \$7.37 ; 2 yds. gravel, \$1.58..	8	95				
7 round culvert tops, \$70.64 ; 1 culvert trap, \$5 .....	75	64				
10 9-in. bends, \$6.75 ; 1 manhole top, \$3.06	9	81				
40 ft. of 9-in. pipe, \$6 ; globes, lamps, etc., 78c .....	6	78				
2 cords cedar blocks.....	10	80				
Water Works charges .....	51	34				
Inspection, \$109 ; labor, \$272.52.....	381	52				
Contract.....	4,363	25				
			5,038	12		
<i>Borden Street, Ulster to Bloor.</i>						
3,500 bricks .....	27	53				
9½ bbls. cement, \$27.38 ; 5¾ yds. sand, \$3.78 .....	31	16				
52 ft. of 9-in. pipe, \$7.80 ; 5 9-in. bends, \$2.50 .....	10	30				
1 round valve chamber top \$10.16 ; 1 cul- vert trap, \$5 .....	15	16				
100 lbs. nails, \$3.45 ; 1 gal. coal oil, 23c..	3	68				
Water Works charges .....	24	66				
Contract.....	2,818	31				
Inspection, \$73 ; labor, \$211.29 .....	284	29				
			3,217	79		
<i>Clinton Street, Mansfield to College.</i>						
Final payment, contract.....			99	70		
<i>Carried forward .....</i>			16,783	84	780,528	28

	\$	c.	\$	c.	\$	c.
<i>Brought forward.....</i>			16,783	84	780,528	28
<i>Claremont Street, Robinson to Arthur.</i>						
7½ cords cedar blocks, \$20.15 ; 880 ft. curb, \$15.22 .....	35	37				
68½ lbs. iron, \$2 ; 8 yds. gravel, \$6.32 .....	8	32				
200 carriage bolts.....	2	70				
Contract .....	1,680	00				
Inspection, \$55 ; labor, \$209.37 .....	264	37				
			1,990	76		
<i>Claremont Street, Arthur to Mansfield.</i>						
1,500 ft. lumber, \$22.47 ; 200 lbs. nails, \$6.90 .....	29	37				
5,325 bricks, \$43.18 ; 14½ bbls. cement, \$42.55 .....	85	73				
10¼ yds. sand, \$7.02 ; 4 yds. gravel, \$3.16 .....	10	18				
1 round valve chamber top, \$10 ; pipe and bends, \$3.30 .....	13	30				
Coal oil, globes, etc.....	67					
Water Works charges .....	39	18				
Contract .....	1,453	50				
Inspection, \$72.50 ; labor, \$182.86 .....	255	36				
			1,887	29		
<i>Carlyle Street, St. Patrick to 376 ft. North.</i>						
Final payment, contract .....			55	45		
<i>Dundas Street, Ossington to Lansdowne.</i>						
7,370 bricks.....	86	77				
23 bbls. cement, \$65.44 ; 14¾ yds. sand, \$9.64 .....	75	08				
6 round valve chamber tops, \$60 ; coal oil, etc., \$1.81 .....	61	81				
9-in. pipe and bends, \$6 ; 84 lbs. iron, \$1.98 .....	7	98				
3,300 ft. lumber, \$50.56 ; 150 lbs. nails, \$5.18 .....	55	74				
Water Works charges .....	117	52				
Contract .....	9,490	05				
Inspection, \$2.82 ; labor, \$275.27 .....	557	27				
			10,452	22		
<i>Dovercourt Road, Dundas to Churchill.</i>						
496 ft. lumber, \$9.80 ; 150 lbs. nails, \$5.18 .....	14	98				
300 bricks, \$2.47 ; 1 bbl. cement, \$2.96 .....	5	43				
1 culvert trap, \$5 ; sand, 49c .....	5	49				
Contract .....	800	00				
Inspection, \$55 ; labor, \$38.74 .....	93	74				
			919	64		
<i>Euclid Avenue, Arthur to Robinson.</i>						
Final payment, contract .....			686	89		
<i>Carried forward . . . . .</i>			32,776	09	780,528	28

	\$	c.	\$	c.	\$	c.
<i>Brought forward . . . . .</i>			32,776	09	780,528	28
<i>Florence Street, Dufferin to Brock.</i>						
Final payment, contract . . . . .			157	34		
<i>Henderson Street, Clinton to Manning.</i>						
Contract . . . . .	391	50				
Inspection . . . . .	15	00				
Labor . . . . .	15	37				
			421	87		
<i>Lippincott Street, Nassau to College.</i>						
800 ft. lumber, \$11.65 ; 100 lbs. nails, \$2.08 . . . . .	13	73				
1,000 bricks, \$7.50; 1 bbl. cement, \$2.59; sand, 67c . . . . .	.10	76				
Water Works charges . . . . .	12	84				
Contract . . . . .	1,206	90				
Inspection, \$36 ; labor, \$46.77 . . . . .	82	77				
			1,327	00		
<i>Lorne Street, Front to Esplanade.</i>						
Final payment, contract . . . . .			91	30		
<i>Maple Grove Avenue, Brock to O'Hara.</i>						
Final payment, contract . . . . .			63	70		
<i>Manning Avenue, Arthur to College.</i>						
6,000 ft. lumber, \$90.45 ; 500 lbs. nails, \$7.61 . . . . .	98	06				
1,955 bricks, \$14.66 ; 6 bbls. cement, \$15.54 . . . . .	30	20				
3 $\frac{3}{4}$ yds. sand, \$2.45 ; coal oil, 46c.; lan- tern, 35c . . . . .	3	26				
Water Works charges . . . . .	28	52				
Contract . . . . .	2,219	46				
Inspection, \$67.00 ; labor, \$159.27 . . . . .	226	27				
			2,605	71		
<i>Mansfield Avenue, Clinton to Bellwoods.</i>						
650 ft. lumber, \$9.51 ; nails, 52c.; sand, 85c . . . . .	10	88				
400 bricks, \$3 ; 2 $\frac{1}{2}$ bbls. cement, \$6.47 . . . . .	9	47				
Contract . . . . .	448	20				
Inspection, \$24 ; labor, \$34.69 . . . . .	58	69				
			527	24		
<i>Metcalfe Street, Winchester to Amelia.</i>						
1,430 bricks, \$10.72 ; 3 bbls. cement, \$8.14 . . . . .	18	86				
<i>Carried forward . . . . .</i>	18	86	37,970	25	780,528	28

	\$	c.	\$	c.	\$	c.
<i>Brought forward .....</i>	18	86	37,970	25	780,528	28
1 round valve chamber top, \$10 ; 2 yds. sand, \$1.34 .....	11	34				
Water Works charges .....	28	48				
Contract .....	631	41				
Inspection, \$30.50 ; labor, \$28.91 .....	59	41				
			749	50		
<i>Margueretta Street, Dundas to Bloor.</i>						
1,825 bricks, \$7.46 ; 3 bbls. cement, \$8.33 $1\frac{1}{2}$ yds. sand, \$1 ; 2 round valve chamber tops, \$20 .....	15	79				
Water Works charges .....	21	00				
Contract .....	2,000	00				
Inspection, \$67.50 ; labor, \$72.85 .....	140	35				
			2,201	65		
<i>Nassau Street, Lippincott to Bathurst.</i>						
Final payment, contract.....			43	90		
<i>Oxford Street, Augusta to Lippincott.</i>						
540 ft. lumber, \$8.40 ; 50 lbs. nails, \$1.73 80 bricks, 66c.; $\frac{1}{2}$ bbl. cement, \$1.33 .....	10	13				
Contract.....	316	16				
Inspection, \$18 ; labor, \$12.09 .....	30	09				
			358	37		
<i>Ossington Avenue, College to Bloor.</i>						
350 ft. lumber, \$5.35 ; nails, 86c .....	6	21				
8,185 bricks, \$67.26 ; 2 round valve cham- ber tops, \$20 .....	87	26				
$27\frac{1}{2}$ bbls. cement, \$78.78 ; $12\frac{3}{4}$ yds. sand, \$8.45 .....	87	23				
34 ft. of 9-in. pipe, \$5.10 ; 21 9-in. bends, \$21 .....	26	10				
Coal oil, globes, lanterns, etc.....	2	82				
Water Works charges .....	16	96				
Contract .....	4,945	22				
Inspection, \$150 ; labour, \$332 .....	482	00				
			5,653	80		
<i>Palmerston Avenue, Robinson to Arthur.</i>						
1,460 bricks, \$12.05 ; 5 bbls. cement, \$14.80 .....	26	85				
2 culvert traps, \$10 ; 22 ft. of 9-in. pipe, \$3.30 .....	13	30				
sand, \$1.63 ; 12-in. pipe, 50c.; wick, 1c..	2	14				
Contract .....	1,891	03				
Inspection, \$101 ; labor, \$97.14 .....	198	14				
			2,131	46		
<i>Queen Street, Pape to Greenwoods.</i>						
4 bbls. cement, \$11.48 ; 600 bricks, \$4.65.	16	13				
<i>Carried forward .....</i>	16	13	49,108	93	780,528	28

	\$    c.	\$    c.	\$    c.
<i>Brought forward .....</i>	<i>16 13</i>	<i>49,108 93</i>	<i>780,528 28</i>
22 ft. of 9-in. pipe, \$3.30 ; 1 culvert trap, \$5 .....	8 30		
Contract .....	6,692 83		
Inspection, \$113.50 ; labor, \$109.38.....	222 88		
		6,940 14	
<i>Queen Street, Niagara to Gladstone.</i>			
Final payment, contract.....		780 05	
<i>Queen Street, G. T. R. Tracks to Pape Avenue.</i>			
4,760bricks, \$35.85 ; 7 bbls. cement, \$18.69 ; 5 yds. sand, \$3.35 ; 4 round valve chamber tops, \$40 .....	54 54		
20 ft. of 9-in. pipe, \$3 ; water works charges \$78.73 .....	43 35		
Contract .....	81 73		
Inspection, \$103.50 ; labor, \$99.59.....	4,614 23		
	203 07		
		4,996 92	
<i>Russell Street, George to Spadina.</i>			
Final payment, contract.....		547 98	
<i>Rolylat Street, Dundas to Grove.</i>			
Final payment, contract.....		102 63	
<i>Sackville Street, Gerrard to Carlton.</i>			
Final payment, contract.....		132 14	
<i>Spadina Avenue, Queen to Adelaide.</i>			
Final payment, contract.....		1,552 62	
<i>Sully Crescent, Sully to Shaw.</i>			
Final payment, contract.....		87 30	
<i>Sumach Street, King to Gerrard.</i>			
8,490 bricks, \$63.89; 17 bbls. cement, \$44.66.....	108 55		
8 yds. sand, \$7.61 ; 1 $\frac{3}{4}$ cords cedar blocks, \$9.45 .....	17 06		
7 round valve chamber tops, \$70 ; pipe and bends, \$1.10.....	71 10		
Water works charges.....	139 10		
Contract .....	4,464 39		
Inspection, \$116.50 ; labor, \$164.80.....	281 30		
		5,081 50	
<i>Carried forward .....</i>		<i>69,330 21</i>	<i>780,528 28</i>

	\$	c.	\$	c.	\$	c.
<i>Brought forward .....</i>			69,330	21	780,528	28
<i>Shaw Street, Arthur to College.</i>						
3,475 bricks, \$28.66 ; 10 bbls. cement, \$28.70 .....	57	36				
1,000 ft. lumber, \$15.08 ; nails, \$3.45 .....	18	53				
5½ yds. sand, \$3.42 ; coal oil, 69c .....	4	11				
Pipe, \$2.50 ; bends, \$2.50 .....	5	00				
Contract .....	2,630	58				
Inspection, \$119 ; labor, \$186.12 .....	305	12				
			3,020	70		
<i>Trinity Street, King to Mill.</i>						
5,870 bricks, \$44.36 ; 7 bbls. cement, \$18.50 .....	62	86				
6 yds. sand, \$4.02 ; 1½ cords cedar blocks, \$8.10 .....	12	12				
832 ft. lumber, \$12.23 ; nails, 86c. ; pipe, \$1.20 .....	14	29				
1 culvert trap, \$5 ; 5 round valve chamber tops, \$50 .....	55	00				
Water Works charges .....	99	54				
Contract .....	1,926	73				
Inspection, \$61 ; labor, \$59.24 .....	120	24				
			2,290	78		
<i>Tecumseth Street, Queen to Walnut.</i>						
8,307 bricks, \$66.12 ; 17 bbls. cement, \$47.67 .....	113	79				
13½ yds. sand, \$8.96 ; 3 round valve cham- ber tops, \$30 .....	38	96				
28 ft. of 9-in. pipe, \$4.20 ; 3 9-in. bends, \$3 ; coal oil, 46c .....	7	66				
Manhole steps, \$1.33 ; pipes and junctions, \$1.69 .....	3	02				
Water works charges .....	68	45				
Contract .....	800	00				
Inspection, \$46 ; labor, \$190.06 .....	236	06				
			1,267	94		
<i>Ulster Street, Major to Bathurst.</i>						
2,600 bricks, \$20 ; 5 bbls. cement, \$14.06 4¾ yds. sand, \$3.12 ; pipe and bends, \$3.29 5,000 ft. lumber, \$73.95 ; 200 lbs. nails, \$6.90. ....	34	06				
1 round valve chamber top .....	6	41				
Water works charges .....	80	85				
Contract .....	10	00				
Inspection, \$55.50 ; labor, \$171.36 .....	58	70				
			1,335	44		
			226	86		
					1,752	32
<i>Carried forward .....</i>			77,661	95	780,528	28

	\$    c.	\$    c.	\$    c.
<i>Brought forward</i> .....	77,661 95		780,528 28
<i>West Lodge Avenue, Marion to 1145 ft. North.</i>			
Final payment, contract.....	171 64		77,833 59
COBBLE STONE.			
<i>Farquar's Lane, Front to Esplanade.</i>			
3 bbls. cement, \$8.61; 1.19 toise macadam, \$14.28 .....	22 89		
1,000 bricks, \$7.75; 5 toise cobble stone, \$51.25 .....	59 00		
228 yds. gravel, \$180.98; 2 yds. sand, \$1.58	182 56		
154 ft. of 9-in. pipe, \$23.10; 1 culvert trap, \$5 .....	28 10		
Granite rubble, \$3; brooms and sundry tools, \$3.60 .....	6 60		
Contract.....	402 64		
Labor .....	54 36		
			756 15
GRAVEL.			
<i>Elm Grove Avenue, King to Queen.</i>			
Final payment, contract .....		105 90	
<i>Grosvenor Street, Yonge to Queen's Park.</i>			
550 yds. gravel, \$640.40; 8 yds. sand, \$6.36 .....	646 76		
7 bbls. cement, \$20.72; 2 culvert traps, \$25 .....	45 72		
75 ft. of 9-in. pipe, \$11.25; 300 bricks, \$24.75.....	36 00		
Sharpening tools, \$1.30; coal oil and globes, \$1.58 .....	2 88		
Labor .....	378 86		
Use of roller .....	57 60		
		1,167 82	
			1,273 72
MACADAM.			
<i>Beau Street, Elm to South Drive.</i>			
64 ft. lumber, 91c.; nails, 35c. ....	1 26		
Contract .....	955 00		
Inspection, \$79.50; labor, \$3.61 .....	83 11		
		1,039 37	
<i>Carlton Street, Sackville to Sumach.</i>			
Final payment, contract .....		146 00	
Carried forward.....		1,185 37	860,391 74

	\$	c.	\$	c.	\$	c.
<i>Brought forward .....</i>			1,185	37	860,391	74
<i>Division Street, Spadina to Huron.</i>						
Final payment, contract.....					111	10
<i>Crescent Road, Yonge to Rosedale Road.</i>						
Final payment, contract.....	301	11				
Labor .....	2	85				
					303	96
<i>Dufferin Street, Dundas to Lindsay.</i>						
Lowering curb.....			18	50		
Final payment, contract.....			524	27		
						542
<i>Davenport Road, Avenue Road to 636 ft. West.</i>						77
1,058 ft. stone curb, \$404.81 ; 130 yds. granite, \$173.64 .....			578	45		
90 yds. gravel, \$71.10 ; 19.19 toise maca- dam, \$235.08.....			306	18		
6½ bbls. cement, \$19.74 ; 616 yds. stone, \$983.....			1,002	74		
1,000 bricks, \$8.25 ; 1,200 weeping tile, \$33 .....			41	25		
5 culvert traps, \$25 ; bends, \$2.40 ; coal oil, etc, \$2.53.....			29	93		
Freight on stone.....			10	50		
Hauling stone .....			75	44		
Use of roller .....			38	40		
Labor .....			681	94		
						2,764
<i>Elgin Avenue, Avenue Rd. to Bedford Rd.</i>						83
Final payment, contract.....					838	80
<i>First Avenue, Logan to Broadview.</i>						
Final payment, contract.....					1,815	13
<i>Givens Street, Queen to Argyle.</i>						
Final payment, contract.....					219	70
<i>Grenville Street, Yonge to Surrey Place.</i>						
11.25 toise macadam, \$112.50 ; 164 yds. sand, \$142.68.....			255	18		
2,600 ft. lumber, \$20.50 ; 136 yds. stone, \$133.79 .....			154	29		
Hauling .....			29	75		
Labor .....			2	58		
					441	80
<i>Carried forward .....</i>			8,223	46	860,391	74

	\$	c.	\$	c.	\$	c.
<i>Brought forward .....</i>			23,397	90	860,391	74
<i>Sackville Street, Wellesley to 256 ft. North.</i>						
Final payment, contract.....	60	80	60	80		
<i>Sackville Street, Winchester to Wellesley.</i>						
Final payment, contract.....				298	73	
<i>Spadina Avenue, King to Front.</i>						
1,585 yds. stone, \$2,482.97 ; 14.87 toise stone, \$141.26.....	2,624	23				
200 yds. macadam, \$330 ; 27 $\frac{1}{4}$ toise mac- adam, \$329.09.....	659	09				
1 $\frac{1}{2}$ cords cedar blocks, \$8.10 ; hauling, \$5.40.....	13	50				
585 yds. sod, \$23.40 ; 4,175 bricks, \$45.31	68	71				
689 yds. gravel, \$397.37 ; 7 $\frac{1}{2}$ yds. sand, \$4.92.....	402	29				
15 $\frac{1}{2}$ bbls. cement .....	41	16				
2 loads building stone.....	30	00				
142 yds. lime stone .....	142	00				
5,315 ft. lumber, \$64.58 ; nails, \$2.08 .....	66	66				
60 ft. of 9-in. pipe, \$9 ; bends, \$1.50 .....	10	50				
4 culvert traps, \$18 ; 2,000 ft. weeping tile, \$55 .....	73	00				
Coal oil, wick, etc.....	5	17				
Use of roller .....	148	80				
Freight on stone, etc.....	63	63				
Labor .....	1,801	00				
					6,149	74
<i>Strickland Place, Noble to Earnbridge.</i>						
280 bricks, \$2.31 ; 10 ft. pipe, \$2.50 ; sand, 16c .....		4 97				
Contract .....	624	24				
Inspection, \$57.50 ; labor, \$30.33 .....	87	83				
					717	04
<i>Shuter Street, Yonge to Sherbourne.</i>						
11,570 bricks, \$88.99 ; 40 $\frac{1}{2}$ bbls. cement, \$117.81 .....	206	80				
11 $\frac{1}{2}$ yds. sand, \$8.71 ; 50 ft. curb, \$2.03 ; coal oil, \$1.....	11	74				
3,018 ft. lumber, \$44.42 ; nails, \$2.42 .....	46	84				
16 yds. gravel, \$12.64 ; 170 ft. pipe, \$23.40	36	04				
2 round valve chamber tops, \$20 ; 1 cul- vert trap, \$5 .....	25	00				
Water Works charges .....	60	69				
Contract .....	5,600	00				
Inspection, \$254.50 ; labor, \$528.88 .....	783	38				
					6,770	49
<i>Carried forward .....</i>			37,394	70	860,391	74

	\$	c.	\$	c.	\$	c.
<i>Brought forward .....</i>			37,394	70	860,391	74
<i>Sully Street, Arthur to College.</i>						
2,240 bricks, \$26.10 ; 21 bbls. cement, \$22.68 .....	48	78				
1 culvert trap, \$10 ; pipe and bends, \$6.99	16	99				
350 lbs. castings, \$7 ; sand, \$2.95.....	9	95				
2 gals. coal oil, 46c.; junctions, \$1.50 .....	1	96				
Water Works charges .....	16	70				
Contract .....	2,400	00				
Inspection, \$137 ; labor, \$140.19 .....	277	19				
			2,771	57		
<i>St. Mary Street, Yonge to West End.</i>						
6 bbls. cement, \$28.49 ; 4 yds. sand, \$2.92	31	41				
2,600 bricks, \$20.26 ; 254 ft. curb, \$4.39..	24	65				
873 ft. lumber, \$12.83 ; nails, 69c.; spikes, 26c. ....	13	78				
1 round valve chamber top, \$10 ; cedar posts, \$1.02 .....	11	02				
Water Works charges .....	30	80				
Contract .....	6,220	46				
Inspection, \$214.50 ; labor, \$101.06 .....	315	56				
			6,647	68		
<i>Victor Avenue, Broadview to Logan</i>						
Final payment, contract.....			1,633	75		
<i>Wellesley Street, Parliament to Sumach.</i>						
Final payment, contract.....			787	67		
<i>Washington Avenue, Spadina to Huron.</i>						
Final payment, contract.....			128	70		
<i>Woolsley Street Esther to Bathurst.</i>						
12 bbls. cement, \$34.78 ; 4,675 bricks, \$38.58 .....	73	36				
1,292 ft. lumber, \$19.77 ; nails, \$3.45 ; round valve chamber tops, \$20 .....	43	22				
7½ yds. sand, \$4.75 ; 68 ft. of 9-in. pipe, \$10.20 .....	14	95				
6 9-in. bends, \$6 ; 4 culvert traps, \$20 ..	26	00				
Coal oil, 23c.; junctions, 75c.; c. c. pipe, 19c.....	1	17				
Water Works charges, \$23.20 ; expenses to Hamilton, \$2.80 .....	26	00				
Contract .....	4,376	30				
Inspection, \$109 ; labor, \$239.65 .....	348	65				
			4,909	65		
					54,273	72
<i>Carried forward.....</i>					914,665	46

	\$      c.	\$      c.	\$      c.
<i>Brought forward .....</i>			<b>914,665 46</b>
TAMARAC.			
<i>Scott Street, Front to Esplanade.</i>			
Final payment, contract.....	449 30		
Credit material charged in error .....	251 32		
	<hr/>		<hr/>
SUMMARY.			197 98
<i>Local Improvement Wooden Sidewalks</i>			
1,451,691 ft. of 2-in. plank.....	22,162 01		
35,356 ft. of 3 and 4-in. plank.....	509 99		
496,896 ft. of 4x4-in. scantling.....	7,153 30		
61,870 lbs. nails .....	1,774 54		
2,003 lbs. 7-in. spikes .....	69 07		
Water Works charges .....	2,582 22		
24½ cd. cedar posts .....	133 88		
51½ bbls. cement .....	68 11		
Bricks and sundry material .....	620 88		
Labor .....	10,093 34		
	<hr/>		<hr/>
<i>Local Improvement Brick Sidewalks.</i>			
219 ft. lumber .....	3 18		
570 lbs. castings .....	11 49		
Water Works charges .....	17 78		
Labor .....	13 55		
Inspection .....	12 00		
Contract.....	414 92		
	<hr/>		<hr/>
<i>Local Improvement Concrete Sidewalks.</i>			
Lumber .....	86 28		
Gravel and sand .....	873 89		
74 ft. of 9-in. pipe .....	11 18		
1,744 bbls. cement. ....	3,637 27		
Water Works charges .....	1,879 49		
Labor .....	5,513 00		
Inspection .....	2,312 60		
Contract.....	52,071 03		
Sundry material .....	1,248 14		
	<hr/>		<hr/>
	67,632 88		
Personal and Departmental accounts.....	<hr/>		<hr/>
			<b>113,273 14</b>
			<b>37,665 78</b>
	<hr/>		<hr/>
			<b>1,065,802 36</b>

## BRICK SIDEWALKS.

Street.	Side.	From	To	\$	c.
Gould .....	South ..	Dalhousie .....	Mutual .....	297	76
Wellington.....	"	98ft. 10in. e. of York	164ft. 4in. w. of Bay	174	96
				472	72

## CONCRETE SIDEWALLS.

Street.	Side.	From	To	\$	c.
Avenue Rd.....	West ..	Bloor .....	Davenport .....	465	44
" .....	East ..	" .....	" .....	1,278	05
Admiral .....	" ..	Lowther .....	Bernard .....	865	25
" .....	West ..	" .....	" .....	933	22
Adelaide .....	North ..	Yonge .....	Bay .....	164	17
" .....	" ..	Post Office .....	Victoria .....	53	63
Bay .....	West ..	King .....	Wellington .....	400	00
Bernard .....	North ..	Avenue Road .....	Bedford .....	474	20
Bedford .....	East ..	Lowther .....	Bernard .....	627	52
Beverley .....	West ..	Queen .....	Cecil .....	2,097	40
Bernard .....	South ..	Avenue Road .....	Bedford .....	545	77
Bay .....	East ..	Temperance .....	Queen .....	578	57
Boswell .....	Both ..	Avenue Road .....	Bedford .....	1,871	29
Bloor .....	South ..	St. George .....	Huron .....	315	34
Borden .....	East ..	College .....	Ulster .....	1,004	37
Bay .....	" ..	King .....	S. limit of No. 11..	409	42
Beverley .....	West ..	Cecil .....	College .....	16	39
Bloor .....	South ..	St. George .....	198 ft. east .....	20	97
" .....	" ..	Yonge .....	Sherbourne .....	165	95
Church .....	West ..	163 ft. 10-in north of Wellington.	King .....	52	89
Cecil .....	North ..	Huron .....	Spadina .....	278	56
" .....	" ..	Henry .....	Beverley .....	163	76
Carlton .....	South ..	Parliament .....	Sackville .....	717	07
Church .....	West ..	Queen .....	Shuter .....	722	26
College .....	South ..	Teraulay .....	35 ft. 6 in. west ..	130	64
Cecil .....	North ..	Beverley .....	Huron .....	586	33
College .....	South ..	" .....	" .....	399	78
Cecil .....	" ..	" .....	" .....	421	27
Colborne .....	Both ..	Yonge .....	West Market .....	2,138	70
Elgin Av .....	South ..	Avenue Road .....	Bedford .....	491	38
" .....	North ..	" .....	" .....	464	66
Euclid .....	Both ..	College .....	Ulster .....	2,284	96
Front .....	South ..	In front of Union	Station .....	35	50
" .....	North ..	York .....	579 ft. west .....	947	44

	\$    c.	\$    c.	\$    c.
<i>Brought forward</i> .....			<b>914,665 46</b>
TAMARAC.			
<i>Scott Street, Front to Esplanade.</i>			
Final payment, contract.....	449 30		
Credit material charged in error .....	251 32		
	<hr/>		<hr/> <b>197 98</b>
SUMMARY.			
<i>Local Improvement Wooden Sidewalks</i>			
1,451,691 ft. of 2-in. plank .....	22,162 01		
35,356 ft. of 3 and 4-in. plank.....	509 99		
496,896 ft. of 4x4-in. scantling.....	7,153 30		
61,870 lbs. nails .....	1,774 54		
2,003 lbs. 7-in. spikes .....	69 07		
Water Works charges .....	2,582 22		
24½ cd. cedar posts .....	133 88		
51½ bbls. cement .....	68 11		
Bricks and sundry material .....	620 88		
Labor .....	10,093 34		
	<hr/>		<b>45,167 34</b>
<i>Local Improvement Brick Sidewalks.</i>			
219 ft. lumber .....	3 18		
570 lbs. castings .....	11 49		
Water Works charges .....	17 78		
Labor .....	13 55		
Inspection .....	12 00		
Contract .....	414 92		
	<hr/>		<b>472 92</b>
<i>Local Improvement Concrete Sidewalks.</i>			
Lumber .....	86 28		
Gravel and sand .....	873 89		
74 ft. of 9-in. pipe .....	11 18		
1,744 bbls. cement .....	3,637 27		
Water Works charges .....	1,879 49		
Labor .....	5,513 00		
Inspection .....	2,312 60		
Contract .....	52,071 03		
Sundry material .....	1,248 14		
	<hr/>		<b>67,632 88</b>
Personal and Departmental accounts.....			<b>113,273 14</b>
			<b>37,665 78</b>
			<b>1,065,802 36</b>

## BRICK SIDEWALKS.

Street.	Side.	From	To	\$	c.
Gould .....	South ..	Dalhousie .....	Mutual.....	297	76
Wellington.....	"	98 ft. 10 in. e. of York	164 ft. 4 in. w. of Bay	174	96
				472	72

## CONCRETE SIDEWALLS.

Street.	Side.	From	To	\$	c.
Avenue Rd.....	West ..	Bloor.....	Davenport.....	465	44
" .....	East....	" .....	" .....	1,278	05
Admiral .....	" ..	Lowther .....	Bernard.....	865	25
" .....	West ..	" .....	" .....	933	22
Adelaide .....	North ..	Yonge .....	Bay .....	164	17
" .....	" ..	Post Office .....	Victoria .....	53	63
Bay .....	West ..	King .....	Wellington .....	400	00
Bernard .....	North ..	Avenue Road .....	Bedford .....	474	20
Bedford .....	East....	Lowther .....	Bernard .....	627	52
Beverley .....	West ..	Queen .....	Cecil.....	2,097	40
Bernard .....	South ..	Avenue Road .....	Bedford .....	545	77
Bay .....	East....	Temperance .....	Queen .....	578	57
Boswell .....	Both ..	Avenue Road .....	Bedford .....	1,871	29
Bloor .....	South ..	St. George .....	Huron .....	315	34
Borden .....	East....	College .....	Ulster .....	1,004	37
Bay .....	" ..	King .....	S. limit of No. 11..	409	42
Beverley .....	West ..	Cecil .....	College .....	16	39
Bloor .....	South ..	St. George .....	198 ft. east .....	20	97
" .....		Yonge .....	Sherbourne.....	165	95
Church .....	West ..	163 ft. 10-in north of Wellington.	King .....	52	89
Cecil .....	North ..	Huron .....	Spadina .....	278	56
" .....	" ..	Henry .....	Beverley .....	163	76
Carlton .....	South ..	Parliament .....	Sackville .....	717	07
Church .....	West ..	Queen .....	Shuter .....	722	26
College .....	South ..	Teraulay .....	35 ft. 6 in. west ..	130	64
Cecil .....	North ..	Beverley .....	Huron .....	586	33
College .....	South ..	" .....	" .....	399	78
Cecil .....	" ..	" .....	" .....	421	27
Colborne .....	Both ..	Yonge .....	West Market .....	2,138	70
Elgin Av .....	South ..	Avenue Road .....	Bedford .....	491	38
" .....	North ..	" .....	" .....	464	66
Euclid .....	Both ..	College .....	Ulster .....	2,284	96
Front .....	South ..	In front of Union	Station.....	35	50
" .....	North ..	York .....	579 ft. west .....	947	44

Street.	Side.	From	To	\$	c.
Gloucester .....	South ..	Church .....	Jarvis .....	740	64
Gerrard.....	North ..	Sherbourne .....	Seaton .....	540	16
" .....	" ..	Berkeley .....	Parliament .....	455	01
Grosvenor .....	Both ..	St. Vincent .....	Surrey Pl .....	1,637	20
Huntley .....	East ..	Selby .....	Bloor .....	280	90
" .....	" ..	" .....	Linden .....	205	81
Huron.....	" ..	Lowther .....	Bernard .....	741	39
" .....	West ..	" .....	" .....	879	93
Hazelton.....	" ..	Yorkville .....	Davenport .....	1,067	97
Howland.....	Both ..	Bloor .....	Barton .....	1,350	20
Huron.....	West ..	" .....	Lowther .....	534	43
Huntley .....	" ..	Isabella .....	Bloor .....	616	41
Huron .....	" ..	Russell .....	" .....	1,632	59
Isabella.....	Both ..	Jarvis .....	Sherbourne .....	1,406	08
John .....	West ..	King .....	Adelaide .....	156	32
King .....	South ..	79 ft. 10 in w. of York	Simcoe .....	923	39
" .....	North ..	Spadina .....	Bathurst .....	1,382	68
" .....	" ..	St. Paul .....	Sackville .....	252	36
Leader Lane .....	Both ..	King .....	Colborne .....	34	75
Louisa .....	North ..	Yonge .....	1st lane west .....	220	68
Lowther Av .....	" ..	Avenue Road .....	Bedford .....	495	38
" .....	" ..	Spadina .....	North of No. 17 ..	374	71
" .....	" ..	St. George .....	Huron .....	550	20
" .....	East ..	" .....	Admiral Rd .....	229	72
" .....	North ..	Madison .....	Spadina .....	260	37
Markham .....	Both ..	College .....	Harbord .....	2,011	13
Major .....	" ..	" .....	Bloor .....	3,586	74
Maple .....	" ..	Sherbourne .....	Glen Rd .....	21	68
Pembroke .....	East ..	Shuter .....	Wilton .....	644	21
Peter .....	" ..	Adelaide .....	144 ft. south .....	9	29
Prince Arthur .....	South ..	Bedford Road .....	167 ft. e. of St. George	263	00
" .....	North ..	" .....	St. George .....	364	71
Peter .....	East ..	Richmond .....	Queen .....	157	33
Queen .....	South ..	Bay .....	York .....	350	13
" .....	South ..	Simpsons .....	142 ft. west .....	222	48
" .....	North ..	Crawford .....	200 ft. east .....	523	27
Queen's Pk. Cr.....	.....	East of Drynans .....	183 ft. east .....	119	59
" .....	.....	13 ft. 6 in. n. of St. Albans.	99 ft. 6 in. north ..	72	76
Queen .....	North ..	Grant .....	Broadview .....	1,037	01
" .....	.....	E. of Subway .....	Limit of lot No. 78 .....	147	00
Queen and Berti .....	.....	.....	.....	11	00
Queen .....	North ..	85½ ft. E. of Gladstone .....	Dovercourt .....	2,763	25
Russell .....	" ..	St. George .....	Huron .....	277	54
Rose Av .....	Both ..	Winchester .....	Prospect .....	676	10
Russell .....	South ..	Huron .....	St. George .....	342	12
Spruce .....	North ..	Parliament .....	1st lane cast .....	7	47
Sherbourne .....	East ..	Wellesley .....	Howard .....	155	95
St. George .....	" ..	Hoskin .....	Bloor .....	130	78
Spadina Rd .....	Both ..	Lowther .....	Bernard .....	1,648	38
Scott .....	East ..	Colborne .....	60 ft. 10 in. south ..	94	17

Street.	Side.	From	To	\$	c.
St. Vincent .....	East ..	Grenville .....	Grosvenor .....	489	35
St. George .....	West ..	Russell .....	Willcock .....	420	57
Spadina Rd .....	Both ..	Bloor .....	Lowther .....	1,257	91
St. George .....	West ..	South of No. 92 ..	North of No. 112 ..	334	94
Simcoe .....	East ..	Front .....	Station .....	340	43
Spadina .....	Both ..	Crescent .....	Bloor .....	3,014	48
Sherbourne .....	East ..	587 ft. n. of Queen ..	Wilton .....	530	46
Shuter .....	North ..	Jarvis .....	George .....	360	33
Teraulay .....	West ..	College .....	84 ft. south ..	116	68
South Drive .....		North limit of No. 1 ..	East limit of same ..	113	62
Tyndall .....	East ..	354 ft. s. of King ..	456 ft. south ..	349	32
University .....	" ..	Armoury .....	Christopher .....	2,083	50
Winchester .....	North ..	Parliament .....	Sumach .....	911	02
" ..	South ..	1st lane e. of Parliament.	Metcalfe .....	163	45
Walmer Rd .....	" ..	Bloor .....	North of No. 13 ..	518	60
Washington .....	Both ..	Huron .....	Spadina .....	538	61
Yonge .....	East ..	Alexander .....	Maitland .....	664	47
" ..	" ..	Bloor .....	" ..	456	43
Willcock .....	North ..	Spadina .....	Robert .....	308	72
Less sundry credits .....				\$67,727	94
				95	06
				\$67,632 88	

## LOCAL IMPROVEMENT WOODEN SIDEWALKS.

Street.	Side.	From	To	\$	c.
Austin Av .....	South ..	Pape .....	615 ft. east .....	275	59
" ..	North ..	" ..	581 ft. east .....	49	74
Armoury .....	South ..	Chestnut .....	Centre Av .....	59	16
Argyle .....	" ..	Dovercourt .....	Northcote .....	344	46
Arnold .....	West ..	St. David .....	Wilton .....	104	47
Amelia .....	South ..	Parliament .....	Metcalfe .....	129	33
Argyle .....	" ..	Dundas .....	Shaw .....	211	47
Bellmont .....	" ..	Yonge .....	McMurrich .....	31	88
Berkeley .....	West ..	King .....	Front .....	87	61
Baxter .....	South ..	Yonge .....	East end .....	27	52
Bismarck .....	North ..	" ..	Park Rd .....	42	69
Broadview .....	East ..	Queen .....	Eastern .....	334	38
Berkeley .....	" ..	90 ft. s. of Queen ..	Duke .....	445	57
Bellair .....	" ..	Bloor .....	Yorkville .....	143	60
Broadview .....	" ..	Allen .....	Simpson .....	305	40
Buchanan .....	Both ..	Yonge .....	Teraulay .....	432	76
Bloor .....	South ..	Lansdowne .....	Dundas .....	546	43

Street.	Side.	From	To	\$	c.
Balsam .....	North ..	Charlotte .....	Spadina .....	77	47
Berti .....	East ..	Queen .....	Richmond .....	25	34
Bruce .....	" ..	Givens .....	192 ft. east .....	44	99
Berkeley .....	West ..	Duke .....	Duchess .....	311	35
Birch .....	North ..	Yonge .....	West end .....	496	95
Broadway .....	.....	Spadina .....	.....	123	68
Brooklyn .....	North ..	Queen .....	Dagmar .....	506	78
Bartlett .....	West ..	Hallam .....	VanHorne .....	209	10
Brooklyn .....	East ..	Queen .....	Dagmar .....	521	56
Bruce .....	South ..	192 ft. e. of Givens .....	Shaw .....	18	12
Bain .....	North ..	Pape .....	Carlaw .....	137	43
Brock .....	West ..	Dundas .....	Northern Railway .....	572	15
Bruce .....	North ..	" .....	Shaw .....	141	13
Collahie .....	Both ..	Gladstone .....	Beaconsfield .....	256	52
Cottingham .....	North ..	Grange .....	101 ft. east .....	29	09
College .....	" ..	St. Clarens .....	Lansdowne .....	97	03
Curzon .....	West ..	Queen .....	Doel .....	301	62
Clinton .....	" ..	Bloor .....	223 ft. north .....	72	59
Chicora .....	South ..	Avenue Rd .....	225 ft. west .....	85	61
Czar .....	" ..	16 ft. w. of Yonge .....	North .....	186	91
Cherokee .....	.....	Lake Shore Rd .....	418 ft. north .....	146	13
Cassimer .....	West ..	St. Patrick .....	North end .....	49	37
Concord .....	East ..	Dewson .....	College .....	436	10
Chapel .....	West ..	St. Joseph .....	St. Mary .....	162	94
Collier .....	North ..	Yonge .....	629 ft. west .....	121	53
Clinton .....	East ..	Bloor .....	324 ft. north .....	73	25
Claremont .....	West ..	Queen .....	Arthur .....	572	16
" .....	East ..	" .....	" .....	578	45
College .....	South ..	Rusholme .....	Lansdowne .....	915	86
Churchill .....	North ..	Dovercourt .....	715 ft. east .....	350	03
Chestnut .....	East ..	Hayter .....	Chestnut Pl .....	110	38
College .....	South ..	Palmerston .....	Clinton .....	303	26
Collier .....	" ..	Yonge .....	609 ft. east .....	246	53
Dundas .....	North ..	Coolmine .....	Rusholme .....	49	35
Dupont .....	" ..	Palmerston .....	Manning .....	31	48
Dundas .....	South ..	14 ft. w. of bend .....	Dovercourt .....	298	14
Dufferin .....	East ..	Bloor .....	North end .....	788	14
" .....	West ..	133 ft. n. of Main .....	1,341 ft. south .....	53	96
Dalhousie .....	East ..	141 ft. n. of Queen .....	Shuter .....	82	48
Duncan .....	Both ..	Richmond .....	Adelaide .....	176	76
Dundas .....	South ..	Dovercourt .....	Gladstone .....	415	79
Duke .....	" ..	Ontario .....	Princess .....	111	98
Dovercourt .....	East ..	Northumberland .....	Shanley .....	174	44
Dundas .....	North ..	Ossington .....	Dovercourt .....	341	56
" .....	" ..	Lansdowne .....	Dufferin .....	622	29
Dewson .....	" ..	Dovercourt .....	Ossington .....	211	91
Dupont .....	" ..	Bathurst .....	Palmerston .....	225	47
Dovercourt .....	West ..	50 ft. n. of Dewson .....	Bloor .....	529	53
" .....	" ..	College .....	Dewson .....	312	15
Denison .....	" ..	Queen .....	St. Patrick .....	752	62

Street.	Side.	From	To	\$	c.
Edward .....	South ..	University .....	Centre .....	89	81
Eden Pl .....	" ..	Bathurst .....	East end .....	271	61
Euclid .....	West ..	Robinson .....	Artnur .....	577	11
Eastern .....	North ..	Broadview .....	Strange .....	351	56
Front .....	South ..	Princess .....	St. Ry. power house	126	36
Follis .....	North ..	Bathurst .....	Palmerston .....	138	94
Fuller .....	West ..	Pearson .....	Marion .....	103	00
Grenville .....	South ..	Yonge .....	Elizabeth .....	316	23
Garden .....	North ..	Sorauren .....	633 ft. west .....	261	20
" .....	South ..	" .....	" .....	254	63
George .....	West ..	Queen .....	Duchess .....	125	59
Gerrard .....	South ..	Yonge .....	Teraulay .....	351	66
Givens .....	West ..	Arthur .....	College .....	147	47
Hagerman .....	South ..	Elizabeth .....	East end .....	48	86
Harbord .....	" ..	Spadina .....	St. George .....	262	70
Hickory .....	North ..	St. Patrick .....	North end .....	54	39
Hamilton .....	East ..	Elliott .....	Gerrard .....	252	33
Hazelton .....	" ..	Yorkville .....	Davenport .....	428	03
Hayter .....	North ..	Yonge .....	Chestnut .....	361	35
Hallam .....	" ..	Dovercourt .....	Dufferin .....	353	93
Henderson .....	West ..	Manning .....	Grace .....	134	30
Havelock .....	" ..	Bloor .....	763 ft. south .....	412	02
Howland .....	Both ..	Barton .....	Wells .....	477	48
Harbord .....	South ..	Manning .....	Clinton .....	143	44
Irwin Av .....	North ..	Yonge .....	St. Nicholas .....	105	73
" .....	" ..	St. Nicholas .....	Chapel .....	208	24
" .....	South ..	" .....	" .....	82	64
Kensington .....	East ..	St. Andrews .....	Baldwin .....	51	02
Lennox .....	Both ..	Lippincott .....	Bathurst .....	13	99
Laing .....	West ..	" ..	Eastern .....	124	10
Lansdowne .....	East ..	192 ft. n. of College	553 ft. north .....	106	25
Lennox .....	North ..	Bathurst .....	Manning .....	380	83
Lake Shore Rd .....	.....	Manitou .....	25 ft. e. of Hooper	423	32
Leonard .....	Both ..	Nassau .....	Bellevue .....	449	48
Laing .....	East ..	Queen .....	230 ft. s. of Eastern	226	12
Lansdowne .....	" ..	Bloor .....	114 ft. s. of Wallace	298	90
Lennox .....	Both ..	Lippincott .....	Borden .....	279	11
Macpherson .....	North ..	Yonge .....	Avenue Rd .....	865	65
Morrison .....	West ..	Adelaide .....	207 ft. south .....	93	87
Marion .....	Both ..	Roncesvalles .....	East terminus .....	437	44
Marlboro .....	South ..	Yonge .....	1,345 ft. west .....	556	89
Metcalfe .....	Both ..	Winchester .....	Amelia .....	296	80
Maude .....	North ..	Perth .....	255 ft. west .....	52	52
Middleton .....	South ..	Brock .....	Sheridan .....	105	97
Melville .....	North ..	Christie .....	West end .....	157	30
" .....	South ..	" .....	" .....	344	40

Street.	Side.	From	To	\$	c.
Mansfield .....	South ..	Manning .....	Clinton .....	49	83
Mechanic .....	Both ..	Delaney .....	Wyndham .....	179	77
McKenzie Cr.....	Both ..	Dovercourt .....	Beaconsfield .....	482	69
Niagara .....	North ..	Portland .....	Bathurst .....	322	81
Napier .....	Both ..	Munroe .....	West end .....	145	54
Niagara .....	South ..	Tecumseth .....	Bathurst .....	281	34
Nelson .....	North ..	Duncan .....	Simcoe .....	173	33
Northcote .....	West ..	Queen .....	Argyle .....	442	50
North Lisgar.....	East ..	Dundas .....	375 ft. south .....	126	18
Natalie .....	North ..	Booth .....	Logan .....	162	80
Oak .....	West ..	Parliament .....	Sackville .....	262	72
Oxford .....	North ..	Lippincott .....	Bellevue .....	205	70
Olive .....	South ..	Bathurst .....	Palmerston .....	144	13
Phipps .....	South ..	St. Vincent .....	St. Nicholas .....	81	03
Preston .....	East ..	100 ft. n. of Bloor .....	Hallam .....	477	00
Palmerston .....	West ..	Arthur .....	College .....	533	40
Pape .....	" ..	G. T. R. .....	Frizzell .....	615	21
Queen .....	South ..	Power .....	246 ft. east .....	83	46
" .....	North ..	Pape .....	Curzon .....	506	12
" .....	" ..	Kingston Rd .....	" .....	1,258	86
Robinson .....	South ..	Palmerston .....	Manning .....	213	59
" .....	North ..	Euclid .....	Bellwoods .....	239	45
Rebecca .....	South ..	Givens .....	Dundas .....	73	45
Russett .....	East ..	Bloor .....	North end .....	222	53
Rebecca .....	North ..	Givens .....	Dundas .....	74	64
Rusholme .....	East ..	Dundas .....	St. Anne .....	194	88
River .....	West ..	Queen .....	Gerrard .....	774	81
Sackville .....	" ..	Oak .....	" .....	28	45
St. Patrick .....	South ..	Denison .....	Bathurst .....	49	23
Suffolk Pl .....	" ..	N., S. and W. from .....	Homewood .....	321	00
Sheridan .....	East ..	Florence .....	Bank .....	298	25
Sherbourne .....	" ..	Front .....	King .....	90	46
Steiner .....	Both ..	Matilda .....	North end .....	196	64
Sunnyside .....	" ..	Queen .....	473 ft. north .....	123	45
St. Patrick .....	West ..	" ..	121 " .....	40	12
Sheppard's Lane .....	" ..	Bathurst .....	Markham .....	64	98
Seaton .....	" ..	Queen .....	Wilton .....	224	76
Sussex .....	North ..	Brunswick .....	Borden .....	114	88
" .....	South ..	" ..	" .....	93	90
Sully Cres .....	North ..	Sully .....	Shaw .....	138	49
Salem .....	Both ..	Bloor .....	Shanley .....	504	34
Shaftesbury .....	North ..	Yonge .....	125 ft. east .....	57	80
Scollard .....	" ..	1st lane w. of Yonge .....	295 ft. west .....	103	77
Salem .....	West ..	Hallam .....	Van Horne .....	210	01
Sumach .....	" ..	Winchester .....	Wellesley .....	278	76
Sully Cr .....	South ..	Sully .....	Shaw .....	136	46
Sackville .....	East ..	Salisbury .....	North end .....	282	84

Street.	Side.	From	To	\$	c.
Summerhill .....	North ..	Ottawa .....	83 ft. east .....	27	58
Strachan .....	West ..	King .....	Queen .....	382	09
Sumach .....	East .....	" .....	" .....	169	03
" .....	West .....	" .....	" .....	189	09
" .....	" .....	Spruce .....	Carlton .....	173	52
Scollard .....	North ..	295 ft. w. of Yonge.	Hazelton .....	353	55
Trinity .....	East .....	Front .....	Mill .....	142	33
Turner .....	South ..	Tecumseh .....	West end .....	93	91
Tecumseh .....	North ..	Niagara .....	Wellington .....	71	13
Taylor .....	" .....	Sumach .....	195 ft. east .....	49	57
" .....	" .....	192 ft. w. of River.	73 ft. west .....	16	77
Teraulay .....	East .....	Gerrard .....	121 ft. north .....	36	16
" .....	" .....	Hayter .....	Buchanan .....	66	22
Yonge .....	East .....	Price .....	Shaftesbury .....	208	74
Yorkville .....	South ..	Yonge .....	Avenue Rd .....	597	31
Yarmouth ...	" .....	Christie .....	West end .....	153	61
Wilton Av .....	North ..	Berkeley .....	Parliament .....	97	24
Wellington.....	" .....	Bathurst .....	Tecumseh .....	380	57
Walton .....	" .....	Yonge .....	Elizabeth .....	312	33
Westmoreland .....	East .....	Bloor .....	Shanley .....	240	48
Wallace .....	Both ..	Dufferin .....	107 ft.e. of Sheridan	570	54
Wellesley .....	South ..	Ontario .....	299 ft. west .....	100	64
Westmoreland .....	West ..	Shanley .....	Van Horne .....	474	09
Less amounts charged in error to sundry side walks .....				45,477	58
				310	24
				45,167	34



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WATER WORKS DEPARTMENT

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For Abstract of Charges see page	ACCOUNTS.	\$	c.	\$	c.	\$	c.
MAINTENANCE.							
157	Maintenance of distribution.....	25,651	85				
158	Main Pumping Station .....	80,339	85				
160	Meter and Machine Shop .....	9,788	25				
161	Press and Store House .....	3,420	01				
162	"      "      hydrants and valves .....	4,520	62				
162	High Level Station.....	9,693	52				
163	Reservoir .....	4,986	12				
164	Cartage .....	3,528	75				
164	Miscellaneous .....	555	92				
164	Island Water Works(maintenance)	2,173	03				
164	Inspection and examination of con- duit .....	414	94				
				145,072	86		
CONSTRUCTION.							
165	House services.....	8,846	84				
166	Revenue mains .....	4,982	23				
				13,829	07		
RENEWALS.							
166	House services.....			6,501	92		
SPECIAL SERVICES.							
170	Island fire protection.....	266	75				
169	12-in. main, King Street west....	70	89				
169	Lane in rear of Hort'l Gardens ...	5	90				
169	Pipe across Eastern Ave. bridge..	620	24				
169	Waste prevention .....	1,554	82				
				2,518	60		
						167,922	45

	\$      c	\$      c.	\$      c.
MAINTENANCE.			
MAINTENANCE OF DISTRIBUTION.			
47 sleeves, \$81.14 ; 69 elbows, \$7.99 ; nipples, \$8.16 . . . . .	97 29		
16 valve boxes, \$33.67 ; 41 meter boxes, \$140 . . . . .	173 67		
91,250 bricks, \$49.50 ; 146 bbls. cement, \$399.94 . . . . .	1,349 44		
30 <sup>15</sup> <sub>20</sub> <sup>75</sup> <sub>00</sub> tons coal, \$158.19 ; 224.45 gals. coal oil, \$46.51 . . . . .	204 70		
170 round valve chamber tops, \$1,700.80 ; 1,251 cement service plates, \$195.88..	1,896 78		
330 stop cock rods, \$73.46 ; 347 single cocks, \$233.70 . . . . .	307 16		
265 brass couplings, \$101.35 ; 116 brass nipples, \$27.95. . . . .	129 30		
11,290 ft. lumber, \$107.82 ; 1,500 nails, \$44.35 . . . . .	152 17		
119 yds. sand, \$86.19 ; saw dust, \$20.80..	106 99		
92 lbs. rope, \$14.31 ; 6 pair rubber boots, \$26.16 . . . . .	40 47		
234 <sup>1</sup> <sub>2</sub> lbs. lead pipe, \$120.56 ; 1,215 ft. wrought iron pipe, \$120.08 . . . . .	240 64		
Cost of painting and repairing buoys.....	66 67		
Ferry tickets, \$22.70 ; boat hire, \$2.75 ; repairs, \$8.55 . . . . .	34 00		
5 gals. paint, \$7 ; 7 gals. meth spirits, \$17.50 . . . . .	24 50		
65 lbs. jute, \$5.05 ; packing, 64c. ; sundry hardware, \$22.45 . . . . .	28 14		
Patterns, \$154.47 ; travelling expenses, \$5.60 . . . . .	160 07		
Rental of water lots . . . . .	300 00		
17 double cocks, \$22.95 ; 21 double cocks, \$27.99 . . . . .	50 94		
4 single branches, \$12.96 ; 11 hydrants, \$361.25 . . . . .	374 21		
136 round service plates, \$7.92 ; 8 valves, \$146.05; valve guards, \$6.25.....	160 22		
Waggon parts and repairs, \$75.42; horse shoeing, \$65.75 . . . . .	141 17		
Shellac, varnish, turps and boiled oil, etc.	29 45		
115 double iron boxes, \$160.50 ; 204 single iron boxes, \$205 . . . . .	365 50		
Horse feed and straw, \$297.75 ; harness fittings, \$13.25 . . . . .	311 00		
20 lanterns, \$10.42 ; sundry tools, \$20.42.	30 84		
1 pair diver's boots, \$18 ; rubber goods, \$7.90 . . . . .	25 90		
20 pails, \$7.80 ; brushes, brooms, etc., \$17.35 . . . . .	25 15		
<i>Carried forward</i> . . . . .	<hr/> 6,826 37		

	\$    c.	\$    c.	\$    c.
<i>Brought forward.....</i>	<i>6,826 37</i>		
102 ft. iron pipe, \$16.86 ; 10 6-in. single pipes, \$45.62 ; 9 ft. of 6-in. pipe, \$31.14 .....	93 62		
3 cords wood, \$17.23 ; 3 bundles shingles, \$2.25 .....	19 48		
1,473 lbs. pig lead, \$60.15 ; sundry fittings, \$32.06 .....	92 21		
9 round valve chamber tops, \$58.50 ; elbows, \$7.38 ; valves, \$5.92 .....	71 80		
Plumbing, \$17.76 ; blacksmithing, \$239.57 .....	257 33		
Hire of horse, \$10 ; harness repairs, \$10.53 ; 1 load hay, \$13.14 .....	33 67		
Doors and jambs, \$10 ; 1 cylinder lock, \$16.85 .....	26 85		
1 hydrant body, \$19.50 ; 1 hydrant jacket, \$4.50 .....	24 00		
50 ft. of tile pipe, \$7.50 ; 50 lbs. castings, \$7.60 .....	15 10		
Sundry hardware, \$7.18 ; brass fittings, \$172.50 .....	179 68		
2 dating stamps, \$7 ; 28 wrenches, \$29.80 .....	36 80		
124 ft. moulding, \$6.30 ; 62 lbs. wire, \$21.78 .....	28 08		
37 yds. gravel .....	27 73		
108 lbs. iron, \$3.75 ; cast iron pipes, \$21.74 .....	25 49		
24 lantern globes, \$4.14 ; sundry tools, \$12.39 .....	16 53		
1,360 lbs. r. r. iron \$50.60 ; lead, \$1.50 .....	52 10		
Sundry material .....	10 19		
Rent of 'phone .....	115 00		
Labor .....	20,432 20		
	28,384 23		
Less amount paid Treasurer for constructing valve chambers. \$2,521 93			
Material used, connecting sewers with mains .....	12 79		
Deposit on loan of pipe .....	100 00		
Repairing pipe .....	2 50		
Am't paid by Revenue Branch. ....	16 00		
Am't charged in error .....	79 16		
	2,732 38		
		25,651 85	
MAIN PUMPING STATION.			
Rental of water lots .....	1,540 00		
Extending siding .....	82 11		
Valves, \$94.28 ; elbows, \$7.58 ; sectional rings, \$32.18 .....	134 04		
10 gals. turps, \$8 ; 57 boxes polish, \$16.38 .....	24 38		
13 thermometers .....	17 50		
<i>Carried forward .....</i>	<i>1,798 03</i>	<i>25,651 85</i>	

	\$	c.	\$	c.	\$	c.
<i>Brought forward.....</i>	1,798	03	25,651	85		
3,369 lbs. boiler purger, \$134.76 ; tube cleaners, \$15.90 .....	150	66				
676 lbs. soap, \$47.93 ; 96 lbs. candles, \$12.84 .....	60	77				
1,000 $\frac{1}{2}$ lbs. phosphor bronze wire, \$390.90; flanges and bolts, \$11.12 .....	402	02				
30 shovels, \$34.50 ; 12 globes, \$11.40 .....	45	90				
1,332 $\frac{1}{4}$ lbs. phosphor bronze castings, \$224.79 ; brass and copper castings, \$109.76 .....	334	55				
3,700 fire bricks, \$126 ; 128 bbls. fire clay, \$126.90 .....	252	90				
Rolling sheet iron .....	177	15				
837 ft. wrought iron pipe, \$87.44 ; bush- ings, \$8.59 ; tees, \$9.05 .....	105	08				
9 pairs rubber boots, \$40.66 ; 320 lbs. rubber valves, \$141.80 .....	182	46				
45 $\frac{1}{2}$ cords wood, \$157.46 ; sundry material, \$16.43 .....	173	89				
97 lbs. blue stone, \$24.14 ; 362 $\frac{1}{2}$ lbs. pack- ing, \$149.01 .....	173	15				
Asbestos packing, \$3.60 ; 4,026 lbs. waste, \$420.30 .....	423	90				
Nipples, \$27.46 ; sundry fittings, \$15.51..	42	97				
70 brooms, \$18.40 ; 51 brushes, \$12.86 ; coal scoops, \$6.90 .....	38	16				
Sundry hardware .....	46	93				
279.35 gals. coal oil, \$58.84 ; 2 oil cups, \$7	65	84				
168 guage glasses, \$30 ; 1 set stocks and dies, \$19.50 .....	49	50				
3,890 lbs. sheet iron, \$122.05 ; 11 grate bars, \$12.98 .....	135	03				
204 tins lye, \$17 ; 2 loads mortar, \$9 .....	26	00				
2,081.59 gals. engine oil, \$576.59 ; 1909.88 gals. cylinder oil, \$720.69 .....	1,297	28				
10,016 bbls. boiler compound .....	330	71				
12,568 $\frac{24}{2000}$ tons bituminous coal .....	33,185	34				
2,318 $\frac{805}{2000}$ tons anthracite coal .....	9,003	37				
5,500 bricks, \$44.25 ; 300 red bricks, \$3.75	48	00				
Repairing scales, \$93.90 ; inspecting scales, \$6.17 .....	100	07				
Incandescent drop wire, \$3 ; incandescent lamps, \$9.99 .....	12	90				
91 $\frac{1}{4}$ lbs. gaskets, \$56.16 ; 4 Jenkins valves, \$24.05 .....	80	21				
Unions, \$7.38 ; brass plugs, \$7.74 ; flanges, \$7.94 .....	23	06				
6 2-in. cast iron cocks, \$46.50 ; 2 doz. valve seats, \$5.40 .....	51	90				
8,600 carbons, \$220.57 ; cement, \$50.56 ; brass rods, \$9.87 .....	281	00				
24 files, \$16.98; 3 drills, \$7.10 ; stove pipes, \$8.25 .....	32	33				
<i>Carried forward . . . . .</i>	49,131	06	25,651	85		

	\$	c.	\$	c.	\$	c.
<i>Brought forward .....</i>	49,131	06	25,651	85	.....	.....
Repairs, \$124.76 ; sundry tools, \$14.58 ..	139	34				
26 lbs. washers, \$10.68 ; 793 lbs. forged steel, \$42.56 .....	53	24				
6 stuffing boxes, \$19.60 ; 125 ft. hose, \$12.69 .....	32	29				
Sundry material .....	19	50				
20 bbls. gray lime, \$10 ; 22 gals. japan, \$16.30 .....	26	30				
4,735 ft. lumber, \$83.32 ; nails, \$3.12....	86	44				
2 coils bronze spring wire, \$8.47 ; castings, \$3 ; patterns, \$9.....	20	47				
Boiled oil, \$4.90 ; wire, 21.42 ; glass, \$6.87	33	19				
108 charcoal tubes .....	334	80				
30 doz. express recording sheets .....	18	25				
Boilermakers' time and material .....	78	16				
Blacksmiths' time.....	285	18				
Carting coal and ashes .....	2,370	61				
Rent of 'phone .....	121	60				
Oil tanks and fittings .....	81	60				
Analysis of oils, \$85; rent of scales, \$11.50 .. .	96	50				
1 feed lubricator .....	10	00				
67 ft. tubing, \$28.73 ; belting, \$57.76....	86	49				
Labor .....	27,314	83				
 <i>METER AND MACHINE SHOP.</i>			80,339	85		
111 meter boxes, \$366.38 ; meter parts, \$513.78 .. .	880	16				
Plain nipples, \$44.56 ; brass screwed nipples, \$27.13 .. .	71	69				
10 rubber rings, \$66.40 ; felt rings, \$1.75	68	15				
15 gals. turpentine, \$11.76 ; 31 gals. coal oil, \$6.91 .. .	18	67				
37 driving nipples, \$11.27 ; 40 flanges, \$52.59.....	63	86				
125 sockets, \$12.10 ; 2 check valves, \$16.53 .. .	28	63				
1,625 lbs. brass and bronze castings.....	227	15				
77 brass couplings, \$34.16 ; 63 Unions, \$20.82.....	54	98				
9,916 $\frac{3}{4}$ lbs. iron, \$256.25 ; 244 lbs. steel, \$32.46 .. .	288	71				
469 ft. wrought iron pipe, \$50.35 ; 8 Chapman valves, \$10.38 .. .	60	73				
63 tons coal, \$337.29 ; 9 cords wood, \$34.61	371	90				
92 elbows, \$22.49 ; 152 bushings, \$27.11 ..	49	60				
48 intermediate gear, \$104.75 ; sundry fittings, \$56.52 .. .	161	27				
220 lbs. waste, \$21.08 ; 66 lbs. packing, \$7.92 .. .	29	00				
42 lbs. candles, \$5.82 ; brooms, \$2.61 ; brushes, \$5.77 .. .	14	20				
 <i>Carried forward .....</i>	2,388	70	105,991	70	.....	.....

	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....	2,388	70	105,991	70	.....	.....
2 pairs rubber boots, \$8.56 ; 10 yds. asbestos packing, \$5.10 .....	13	66				
Patterns \$7.90 ; 12 copper floats, \$9 .....	16	90				
Files, \$30.83 ; 161 machine bolts, \$9.01 ; hammers, \$2.55 .....	42	39				
Moving earth, \$10.00 ; sundry tools, \$48.87 .....	58	87				
1,019 lbs. lead pipe, \$52.07 ; iron pipe, \$13.73 .....	65	80				
3 Crown meter rings, \$11.50 ; 3 Crown meter gear, \$9.75 .....	21	25				
1 6-in. Crown valve, \$14.95 ; 2-in. peet valves, \$4.50 .....	19	45				
71 lbs. soap, \$4.95 ; 13 gals. Japan, \$7.50 ; paint, \$8.47 .....	20	62				
2 2-in. screens, \$16.00 ; 1 6-in. gun metal bushing, \$25.00 .....	41	00				
2 bbls. cement, \$5.64 ; 42 gals. engine oil \$11.76 .....	17	40				
2,495 ft. lumber, \$38.44 ; 200 lbs. nails, \$6.15 .....	44	59				
1 grindstone, \$11.45 ; 1 grindstone frame, \$5.75 .....	17	20				
1 5-in. Siemens meter, \$200 ; G. valves, \$4.50 ; H. S. blades, \$5.25 .....	209	75				
4 gals. sperm oil, \$9.00 ; 121 lbs. packing, \$19.57 .....	28	57				
7 wrenches, \$9.20 ; sundry tools, \$17.08..	26	28				
Putty, boiled oil, etc.....	8	03				
Bolts, nuts and washers, \$4.61 ; 1 1-in. valve, \$1.82 ; $\frac{1}{2}$ -in. C. cock, \$1.50....	7	93				
Handles, \$1.87 ; 1 mud box, \$3 ; 26 bbls. sawdust, \$2.60 .....	7	47				
Plugs, \$1.06 ; 100 lbs. pig lead, \$3.61....	4	67				
Cartage, \$7.50 ; 2-in. pipe caps, \$3 .....	10	50				
1 lb. rubber blocks, \$3 ; valves, \$6.60....	9	60				
50 ft. hose, \$3.38 ; 29 ft. belting, \$4.73..	8	11				
72 sheets emery, \$2.05 ; 5 pails, \$1.75....	3	80				
4 single iron boxes, \$4.60 ; sundry hardware, \$38.98 ..	43	58				
Labor .....	8,341	92				
	11,478	34				
Less am't paid for blacksmithing \$1,410 63						
Scrap .....	160	76				
Repairing meters .....	40	50				
Loan of meters .....	78	29				
	1,690	09				
			9.788	25		
PRESS AND STORE HOUSE.						
159 ft. sheeting, \$4.71 ; 1 window shade, \$1	5	71				
Painting, etc .....	97	50				
	103	21	115,779	95	.....	.....
<i>Carried forward</i> .....						

	\$    c.	\$    c.	\$    c.
<i>Brought forward</i> .....	103 21	115,779 95	.....
8½ tons coal, \$43.25 ; 2½ cd. wood, \$14... 4 files, \$2.90 ; glass, 52c. ; sundry hardware, \$1.30 .....	57 25	4 72	
Rent of 'phone, \$45 ; changing 'phone, \$1	46 00		
Sundry fittings .....	2 90		
Labor .....	3,939 80		
Blacksmithing.....	113 78		
	<hr/>	4,267 66	
Less am't paid for scrap .....	847 65		
	<hr/>	3,420 01	
HYDRANTS AND VALVES.			
547 ft. lumber, \$24.93 ; nails, \$1.48 .....	26 41		
5½ tons coal, \$28.61; ½ cord wood, \$1.88	30 49		
807 lbs. leather, \$117.50 ; 23 jacket tops, \$41.40.....	158 90		
4 lbs. tallow, \$1.40 ; 12 lbs. soap, \$1.01 ; paint, \$2.95 .....	5 36		
2 ft. wire netting, \$1.20 ; latches, knobs and locks, \$2.10 .....	3 30		
Coal oil, 35c.; candles, 84c.....	1 19		
2 hydrants bodies, \$39 ; sundry fittings, \$11.36 .....	50 36		
Brooms, \$1.05 ; wrenches, \$1.40 ; files, \$10.99.....	13 44		
Lead pipe, \$1.94 ; 17 lbs. waste, \$1.79.	3 73		
684 lbs. castings, \$133.97 ; sundry fittings, \$1.50.....	135 47		
5 lbs. rivets, \$1.25 ; 25 brass plugs, \$4.25	5 50		
Sundry material .....	2 82		
Labor .....	4,232 72		
	<hr/>	4,669 69	
Less amount paid for use of hydrant .....	\$ 30 00		
Moving hydrants .....	119 07		
	<hr/>	149 07	
		4,520 62	
HIGH LEVEL STATION.			
253.96 gals. cylinder oil, \$93.39 ; 124.49 engine oil, \$34.25.....	127 64		
95½ lbs. packing .....	55 12		
1,439½ tons bituminous coal.....	4,039 53		
4½ tons anthracite coal .....	21 65		
Carting coal and ashes .....	260 16		
255 lbs. soap, \$10.52 ; japan, \$1.50 ; boiled oil, \$2.80 .....	14 82		
4 gals. paint, \$4 ; 95.80 gals. coal oil, \$27.18.....	31 18		
	<hr/>	4,550 10	
<i>Carried forward</i> .....	123,720 58		

	\$   c.	\$   c.	\$   c.
<i>Brought forward .....</i>	<i>4,550 10</i>	<i>123,720 58</i>	.....
1,799 lbs. waste, \$130.10 ; 4 pck. alabastine, \$2 .....	132 10		
Patterns, \$46.70 ; 380 lbs. castings, \$7.64 .....	54 34		
Jenk. valves, \$2.64 ; elastic rings, \$1.65 ; nuts, \$1.68 .....	5 97		
Pails, \$1.05 ; brooms, \$7.20 ; files, \$2.98 ; cans, 50c. ....	11 73		
7½ lbs. gaskets, \$3.76 ; 339 lbs. phosphor bronze castings, \$57.63 .....	61 39		
1,458 ft. lumber, \$22.62 ; nails, 50c. ; screws, \$2.51 .....	25 63		
100 ft. wire halyards, \$3.50 ; 33 ft. leather, \$17 .....	20 50		
78 lbs. candles, \$10.92 ; 14 tins lye, \$2. ....	12 92		
Sundry material, \$7.73 ; brushes, \$3.25 .....	10 98		
106 lbs. steel, \$6.30 ; 160 lbs. pig lead, \$7.22 .....	13 52		
20 gas regulators, \$4.59 ; sundry fittings, \$18.63 .....	23 22		
50 ft. hose .....	8 75		
Interest on value of siding .....	4 25		
Rent of 'phone .....	67 00		
Boilermaker's time, \$2.80 ; blacksmithing, \$30.51 .....	33 31		
Labor .....	4,657 81	9,693 52	
RESERVOIR.			
Electric lighting, \$325.78 ; rent of stone, \$60 .....	385 78		
45 pans, \$75 ; furnace fittings, \$45.00....	120 00		
300 ft. of d. d. glass, \$20 ; packing \$2.55..	22 55		
20 gals. coal oil, \$4.32 ; lanterns, \$1 .....	5 32		
Picks and handles, \$1.10 ; pails, \$2.10 ; scythes, \$2 .....	5 20		
49 brooms, \$39.90 ; sundry tools, 76c .....	40 66		
9 pairs rubber boots, \$36.34 ; 210 lbs. nails, \$7.70 .....	44 04		
Horse feed and straw .....	117 82		
Horse shoeing, \$3 ; blacksmithing, \$1.16 .....	4 16		
84 <sup>545</sup> / <sub>200</sub> tons coal, \$460.35 ; 2 cords wood, \$8.25 .....	468 60		
Bulbs, \$100.50 ; 75 plants, \$22.50 .....	123 00		
7 shovels, \$6 ; trowels, \$1.60 ; scythe stones, \$3.20 .....	10 80		
Repairs to pump, etc .....	8 75		
19 gas regulators, \$4.36 ; 50 lbs. putty, \$1.50 .....	5 86		
Labor .....	3,623 58	4,986 12	
<i>Carried forward .....</i>	<i>138,400 22</i>	.....	

	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			138,400	22		
<b>MISCELLANEOUS.</b>						
3 oak cabinets, \$87.50; cupboard doors, \$5.50 .....	93	00				
Stamps, etc., \$50; car tickets, \$25 .....	75	00				
Draughting board, \$8.50; 76 ft. bass, \$4..	12	50				
Petty cash for sundry petty expenses .....	20	00				
5 gals. linseed oil, \$3.35; sundry material, \$2.50 .....	5	85				
Window sash and frame, \$5; 423 ft. lumber, \$16.98 .....	21	98				
Hack hire, \$2.25; castings, \$2.....	4	25				
Labor .....	323	34				
			555	92		
<b>CARTAGE.</b>						
Wagon parts and repairs.....	53	48				
Harness repairs and fittings.....	58	21				
Horse feed and straw .....	440	03				
Horse shoeing, \$44.50; horses, \$255 .....	299	50				
Clipping 6 horses, \$9; veterinary services, \$10.50.....	19	50				
Hire of horse, \$55; sundry material, \$5.58.	60	58				
Blacksmith work .....	70	90				
Labor .....	2,526	55				
			3,528	75		
<b>INSPECTION AND EXAMINATION OF CONDUIT.</b>						
12 months' use of wire to Island.....	150	00				
Hire of Clarke's steamer.....	76	50				
Repairs to boat.....	13	50				
Diving dress, \$40; duty on same, \$14.50.	54	50				
Blacksmithing, 62c.; files, 60c.....	1	22				
Labor .....	119	22				
			414	94		
<b>ISLAND WATER WORKS.</b>						
4 pairs rubber boots, \$15.99; valves, \$15.24	31	23				
48.91 gals. coal oil, \$11.25; raw oil, \$3.35	14	60				
93 <sup>1</sup> <sub>2</sub> <sup>5</sup> <sub>0</sub> <sup>0</sup> <sub>0</sub> tons coal, \$285.73; carting coal, \$16.89.....	302	62				
Rent of 'phone, \$45; rent of water lots, \$87.50 .....	132	50				
15 gals. paint, \$19.95; white lead, \$3.75.	23	70				
100 ft. chain, \$5; 206 ft. wrought iron pipe, \$18.....	23	00				
Mineral wool, \$4.92; 5 <sup>1</sup> <sub>4</sub> lbs. packing, \$2.82	7	74				
3.288 ft. lumber, \$53.43; sundry tools, \$7.36 .....	60	79				
50 2-in. nipples, \$11.50; 25 steel elbows, \$8.50 .....	20	00				
<i>Carried forward</i> .....	616	18	142,899	83		

	\$    c.	\$    c.	\$    c.
<i>Brought forward</i> .....	616 18	142,899 83	.....
3 Chapman valves, \$2.79 ; 25 cast iron elbows, \$5.75 .....	8 54		
Ferry fares, \$14.20 ; towing, \$83.55 ; boat hire, \$2.25 .....	100 00		
1 steam whistle, \$10 ; sundry hardware, \$6.10 .....	16 10		
25 ft. fly wire, \$2.01 ; brushes, \$2.35 ; lamps, etc., \$3 .....	7 36		
1 single iron box, \$1 ; 155 lbs. lead pipe, \$7.67 .....	8 67		
Boiled oil, \$1.40 ; doors, \$2.50 .....	3 90		
Sundry fittings .....	11 24		
Blacksmithing .....	5 56		
Labor .....	1,395 48		
	<hr/>	2,173 03	<hr/>
			145,072 86
CONSTRUCTION.			
<i>House Services.</i>			
319 double iron boxes, \$503.58 ; 36 single iron boxes, \$361.86 .....	865 44		
1,477 stop cock rods, \$323.58 ; 1,244 single cocks, \$939.47 .....	1,263 05		
165 double cocks, \$242.67 ; 27 valves, \$225.05 .....	467 72		
593 ft. iron pipe, \$182.73 ; 19 lengths of iron pipe, \$146.17 .....	228 90		
78,651 lbs. lead pipe .....	4,178 69		
2 Globe valves, \$23.45 ; 32 sleeves, \$64.43 .....	87 88		
190 brass screwed nipples, \$54.42 ; bends, \$3.30 .....	57 72		
1 hydrant, \$27 ; 519 ft. wrought iron pipe, \$58.24 .....	85 24		
35 lbs. jute, \$2.80 ; 2,026 lbs. pig lead, \$78.09 .....	80 89		
444 plain nipples, \$117.13 ; peet valves, \$2.20 .....	119 33		
Refunds .....	42 87		
1,228½ brass couplings .....	455 89		
5 round valve chamber tops, \$50.16 ; 3 long valve chamber tops, \$19.50 .....	69 66		
152 driving nipples, \$39.88 ; elbows, \$7.30 .....	47 18		
17 single branches, \$58.18 ; 1 reducer pipe, \$5.12 .....	63 30		
25 valve boxes, \$55.22 ; 6 S. pipes, \$15.60 .....	70 82		
72 cement service plates, \$11.52 ; sundry fittings, \$1.11 .....	12 53		
Blacksmith's time .....	635 51		
Labor .....	3,544 93		
	<hr/>	12,377 65	<hr/>
<i>Carried forward</i> .....	12,377 65	.....	145,072 86

	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....	12,377	65	.....	.....	145,072	86
Am't paid Treasurer.....	\$2,519	02				
" moving services,						
Works Dept.....	1,011	79				
	3,530	81	.....	.....	8,846	84
<b>RENEWALS.</b>						
<i>House Services.</i>						
311 double iron boxes, \$483.78 ; 357 single iron boxes, \$346.42 .....	830	20				
249 stop cock rods .....	54	78				
45 brass couplings, \$16.77 ; 120 plugs, \$7.56 .....	24	33				
147 plain nipples .....	41	13				
228 brass screwed nipples .....	63	43				
1,523 lbs. lead pipe .....	75	00				
653 stop cocks.....	487	60				
1 length of cast iron pipe, \$9.60 ; 76 cement service plates, \$3.36.....	12	96				
578 couplings.....	240	31				
58 driving nipples, \$14.98 ; nails, \$9.40 .....	24	38				
72 double cocks.....	96	24				
36 lbs. wire .....	12	60				
Labor .....	4,538	96	.....	.....	6,501	92
<b>REVENUE MAINS.</b>						
<i>Wright Avenue.</i>						
346 ft. of 6-in. pipe, \$163.20 ; 1 single branch, \$2.13 .....	165	33				
2 hydrants, \$54 ; sleeves, \$1.38 .....	55	38				
110 lbs. scrap lead, \$3.30 ; 5 lbs. jute, 35c.	3	65				
Labor .....	129	82	.....	.....	354	18
<i>Simpson Avenue.</i>						
21 ft. of 6-in. pipe.....	100	80				
Labor .....	73	44	.....	.....	174	24
<i>Hogarth Avenue.</i>						
654 ft. of 4-in. pipe .....	211	25				
Labor .....	170	99	.....	.....	382	24
<i>Danforth Avenue.</i>						
1,101 ft. of 4-in. pipe.....	357	50				
Labor .....	182	79	.....	.....	540	29
<i>Carried forward</i> .....	1,450	55	.....	.....	160,421	62

	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			1,450	95	160,421	62
<i>Bruce Street.</i>						
26 ft. of 4-in. pipe .....	84	50				
Labor .....	57	91				
			142	41		
<i>Gladstone Avenue.</i>						
Labor .....				2	13	
<i>St. George Street.</i>						
2 hydrants, \$54 ; 1 6-in. sleeve, \$1.84....	55	84				
23 ft. of 6-in. pipe, \$169.85 ; 1 single branch, \$2.13 .....	161	98				
Contract .....	114	67				
Labor .....	14	63				
			347	12		
<i>Crescent Road.</i>						
Amount paid by Macpherson Estate .....	440	00				
Labor .....	12	30				
			452	30		
<i>Cumming Street.</i>						
Labor .....				5	63	
<i>Searth Road.</i>						
Labor .....				4	25	
<i>Roxboro Avenue.</i>						
9 6-in. pipes .....	43	20				
Labor .....	23	65				
			66	85		
<i>Hickory Street.</i>						
19 ft. of 4-in. pipe .....	61	75				
Labor .....	34	52				
			96	27		
<i>Ross Street.</i>						
Labor .....				36	24	
<i>Chatham Street.</i>						
Labor .....				62	64	
<i>Havelock Street.</i>						
Labor .....				5	31	
<i>Carried forward</i> .....			2,672	10	160,421	62

	\$	c.	\$	c.	\$	c.
<i>Brought forward . . . . .</i>			2,672	10	160,421	62
<i>Lowther Avenue, St. George to Huron.</i>						
38 6-in. pipes, \$264.10 : 2 6-in. valves, \$29.90 . . . . .	294	00				
2 round valve chamber tops, \$20 ; 1 6-in. sleeve, \$1.84 . . . . .	21	84				
Contract . . . . .	166	89				
Labor . . . . .	10	00				
			492	73		
<i>Lowther Avenue, Walmer Road Easterly.</i>						
1 round valve chamber top and centre . . . . .	10	16				
1 6-in. valve, \$14.95 ; 6-in. sleeve, \$1.84 ; 152 ft. of 6-in. pipe, \$152.90 . . . . .	169	69				
Contract . . . . .	80	21				
Labor . . . . .	6	00				
			266	06		
<i>Nanton Crescent.</i>						
17 6-in. pipes . . . . .	118	15				
1 6-in. sleeve, \$1.84 ; 1 6-in. cap, 82c . . . . .	2	66				
1 hydrant, \$27 ; 1 single branch, \$2.70 . . . . .	29	70				
Contract . . . . .	51	00				
Labor . . . . .	6	84				
			208	35		
<i>Lee Avenue.</i>						
14 ft. of 2-in. wrought iron pipe, \$23.80 ; 2-in. elbows and nipples, \$1.84 . . . . .	25	64				
2 valve boxes, \$4.64 ; 2 chap. valves, \$9 . . . . .	13	64				
30 tees, \$7.50 ; plugs, \$1.46 . . . . .	8	96				
Labor . . . . .	48	14				
			96	38		
<i>Waverley Road.</i>						
79 ft. of 4-in. pipe, \$79.22 ; 1 4-in. valve, \$8.75 . . . . .	87	97				
1 round valve chamber top, \$10 ; 1 6-in. S. pipe, \$3.46 . . . . .	13	46				
2 hydrants, \$66.44 ; single branches, \$4.26 . . . . .	70	70				
Sleeves, \$2.66 ; caps, \$1.14 . . . . .	3	80				
Contract . . . . .	220	95				
Labor . . . . .	55	90				
			452	78		
<i>Englewood Avenue.</i>						
2 6-in. valves, \$29.90 ; 4 6-in. sleeves, \$5.52 . . . . .	35	42				
2 round valve chamber tops, \$20 ; 3 6-in. caps, \$2.46 . . . . .	22	46				
<i>Carried forward . . . . .</i>	57	88	4,188	40	160,421	62

	\$	c.	\$	\$.	\$	c.
<i>Brought forward</i> .....	57	88	4,188	40	160,421	62
5 single branches .....	10	65				
Contract .....	282	00				
Labor .....	36	06				
	—	—	386	59		
<i>Frichot Street.</i>						
2 6-in. valves, \$39.90 ; 1 6-in, sleeve, \$1.84	41	74				
1 10-in. sleeve, \$2.90; 1 4-in. sleeve, 80c.	3	70				
3 single branches, \$7.73 ; 1 reducer, \$2.06	9	79				
2 round valve chamber tops .....	20	00				
Contract .....	131	60				
Labor .....	24	96				
	—	—	231	79		
<i>Treford Place.</i>						
2 4-in valves, \$17.50 ; 1 4-in. S. pipe, \$1.60 .....	19	10				
2 round valve chamber tops, \$20 ; 1 S. branch, \$2.10.....	22	10				
1 6-in. sleeve, \$1.84 ; reducers, \$2.06 .....	3	90				
Contract .....	92	16				
Labor .....	38	19				
	—	—	175	45		
<b>SPECIAL SERVICES.</b>					4,982	23
<i>12-in. Main, King Street West.</i>						
Contract .....			70	89		
<i>Lane in rear of Horticultural Gardens.</i>						
Contract .....			5	90		
<i>Pipe across Eastern Avenue Bridge.</i>						
142 ft. of 12-in. pipe.....	532	80				
Hauling pipe.....	9	00				
40 bags of mineral wool .....	26	68				
Blacksmith's time.....	23	76				
Labor : .....	28	00				
	—	—	620	24		
<b>WASTE PREVENTION.</b>						
Patterns, \$38.04 ; flanges and bends, \$25.08.....	63	12				
5 ft. of 6-in. pipe, \$15.80 ; 2 peet valves, \$9.00.....	24	80				
4 6-in. flange Globe valves .....	44	00				
17 ft. of 2-in. wrought iron pipe, \$2.92 ; nipples, \$3.68.....	6	60				
17 ft. of hose, \$3.74 ; coal oil, \$1.04.....	4	78				
Elbows, 46c.; sockets, 38c.; valves, \$2.52	3	36				
	—	—				
<i>Carried forward</i> .....	146	66	697	03	165,403	85

	\$      c.	\$      c.	\$      c.
<i>Brought forward .....</i>	<b>146 66</b>	697 03	165,403 85
Blacksmith work .....	5 69		
Labor .....	<b>1,402 47</b>	1,554 82	
<b>ISLAND FIRE PROTECTION.</b>			
30 brass screwed nipples, \$30.00 ; elbows \$1.84.....	31 84		
152 ft. of wrought iron pipe.....	25 93		
7 double iron boxes .....	11 34		
25 S. P. valves.....	81 25		
24 centre pieces, \$3.36 ; rubber boots, \$4.98 .....	8 34		
Paint, 70c.; jute, 20c.....	90		
Blacksmiths' time .....	17 24		
Labor .....	89 91	266 75	2,518 60
			167,922 45

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# APPENDIX

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## PROPOSED ELECTRIC LIGHTING AND ENERGY PLANT.

(*Extract from City Engineer's Thirteenth Fortnightly Report to Work Committee—June 29th, 1900.*)

In compliance with the request contained in the following extract from Report No. 7 of the Committee on Works :

"It is recommended that the City Engineer be instructed to prepare an estimate of the cost of constructing buildings and all necessary plant required for the distribution of said energy for heat, light and power throughout the City, also the annual cost of maintenance thereof, and that he be authorized to obtain such assistance as he may deem necessary in preparing such estimate. It is further recommended that the City Engineer prepare an estimate of the cost of a plant for generating electricity in connection with the distribution, also the cost of operating same,"

I beg to report that to enable me to report upon this matter, I engaged the services of Mr. R. J. Parke, Electrical Engineer, of this City, and also consulted Mr. Alex. Dow, Electrical Engineer, of Detroit, and beg to submit the following :

The approximate cost of constructing buildings and the necessary plant required for the distribution of electric energy would be \$930,000.

Regarding the annual cost of operating this proposed plant, no offers have been received for the supply of energy, and as the preparation of an estimate of this cost involves a great deal of work, I do not consider it advisable, at present, to go any further into the matter.

The cost of installing an Electric Arc Lighting Plant, with a capacity of 1,350 arc lamps, using overhead circuits, would be, approximately, \$294,000.

If the electric wires were placed underground in that portion of the City described in clause 11 of the specifications for Electric Lighting, the cost would be about \$507,000.

The annual cost of operating this proposed plant, with overhead wires, including interest and depreciation, would be about \$62.22 per lamp per annum, or about 17.04 cents per lamp per night.

Using underground wires in that portion of the City set apart in clause 11 of the specifications, the cost per lamp per annum would be about \$70, or 19.16 cents per lamp per night.

These estimates have been prepared on the assumption that enclosed arc lamps will be used if a plant is installed.

C. H. RUST,  
*City Engineer.*

## PROPOSED ELECTRIC LIGHTING AND ENERGY PLANT.

CITY ENGINEER'S OFFICE,  
August 10th, 1900.

*Chairman and Members of the Board of Control:*

GENTLEMEN,—My former report upon the above subject was referred back by your Board on July 6th last for further information. I now beg to report as follows :

The annual cost of operating the necessary plant required for the distribution of electric energy would be about \$3.18 per horse power. This cost would be an average one for a plant having a capacity anywhere from 5,000 to 15,000 horse power.

The cost of a plant for generating electricity in connection with the distribution would be approximately \$1,290,000.

The annual cost per horse power for operating this plant on the basis of ten hours per day, would be about \$26. This cost will apply to a plant having a capacity of from 5,000 to 15,000 horse power.

Yours respectfully,

C. H. RUST,  
*City Engineer.*

## REPORT RE PROPOSED MUNICIPAL TELEPHONE PLANT.

CITY ENGINEER'S OFFICE,  
September 12th, 1900.

*To His Worship the Mayor and Members of the Council of the Corporation of the City of Toronto:*

GENTLEMEN,—In compliance with the resolution of the Council of the 9th instant, ordering the City Engineer to prepare and submit to Council an estimate of the probable cost of installing and operating a telephone system for from 6,000 to 10,000 subscribers, I beg to submit the following estimate :

In preparing these estimates I have assumed that underground work would be used in that section of the City between Bloor Street on the north, the Bay on the south, Spadina Avenue on the west, and Sherbourne Street on the east.

The cost of installing a system for 6,000 subscribers would be approximately \$675,000. The annual cost of operation, including depreciation at 5 per cent. and interest at  $3\frac{1}{2}$  per cent., would be approximately \$120,000.

The approximate cost of a system for 10,000 subscribers would be \$1,200,000. The annual cost of operating a plant of this capacity, including interest and depreciation, would be approximately, \$205,000.

These estimates are based upon a common battery switchboard, which is, I understand, considered the most modern one, and is coming into general use. I have, however, recently heard that there is in operation, in a small town in Ohio,

what is known as the automatic system : That is, no operators are required. If this is successful it would very much reduce the operating expenses, and it might be advisable to further investigate this system.

C. H. RUST,  
*City Engineer.*

### REPORT RE PROPOSED CIVIC ASPHALT PAVING PLANT.

CITY ENGINEER'S OFFICE,  
Toronto, March 29th, 1900.

*Chairman and Members of the Board of Control:*

GENTLEMEN,--Complying with the verbal request of your Secretary, I forward herewith details of the cost of an asphalt plant :

Buildings .....	\$4,500 00
Machinery and tools .....	14,000 00
Steam roller .....	2,500 00
Freight and duty.....	1,200 00
 Total.....	\$22,200 00

Nothing is included in this estimate for land, as we could probably erect the plant in one of the City's yards.

The estimate for machinery includes engines, boilers, oil pump, feed pump, air blower, compressor, stone mill for grinding lime dust, mixer, asphalt scales, dust scales, sand drums for drying sand, asphalt melting, tank and connections, pneumatic asphalt lifter, oil tanks and connections, sand heater, sand elevators, hoppers, etc., crusher bins and small tools.

This plant would have a capacity of probably 1,200 to 1,500 sq. yds. of pavement per day.

Yours respectfully,

C. H. RUST,  
*City Engineer.*

REPORT  
ON THE  
DISPOSAL OF THE SEWAGE  
OF  
T OR O N T O

EXTRACT FROM REPORT No. 34 OF BOARD OF CONTROL, 1900.

CITY ENGINEER'S OFFICE,

Toronto, September 6th, 1900.

*Chairman and Members of the Committee on Works.*

GENTLEMEN,—With reference to a communication from the Committee on Works of May 21st last, forwarding a copy of the following resolution :

“That in view of the statement made by the City Engineer in connection with the bacterial treatment of sewage, that that officer be requested to furnish this Committee, at the earliest possible date, with all the information he has been able to gather in connection with this system of sewage disposal,”

and also to a communication from the Committee of June 19th last, forwarding a copy of a resolution moved in Council, by Mr. Ald. McMurrich, as follows :

“Moved by Ald. McMurrich, seconded by Ald. Sheppard, that whereas numerous resolutions have been passed by the City Council during the past ten years with a view to improving the sanitary condition of the City ; and whereas numerous reports at great expense to the ratepayers have been obtained from expert engineers, with a view to the disposal of the City's sewage ; and whereas no decided action has been taken thereon ; be it therefore resolved, that this Council deems it of the utmost importance that the work of putting down the necessary trunk sewers and intercepting sewers be proceeded with forthwith leaving the question of the disposal of sewage to be decided later on by the City Engineer ; and be it further resolved that the City Engineer be instructed to report to the Council forthwith the estimated cost of the said sewage improvement, and that a By-law be submitted to the ratepayers at the earliest possible date for the issuing of debentures necessary for the cost of the carrying out of this important and necessary work.”

I beg to report as follows :

BACTERIAL TREATMENT OF SEWAGE.

In my report to the Committee, of May 4th last, regarding this matter, I referred to the experiments now being carried on in England in connection with the bacteriological process of sewage purification, and stated that if, after

further investigation, it was found that this system of treatment was suitable for Toronto, it would result in a large annual saving over the schemes proposed in my report dated October 12th, 1898.

In compliance with the request of the Committee to submit some information which may be of interest to the members, in connection with this matter, I have studied the various reports and Technical Journals that have been published within the past two or three years, regarding this subject, and beg to submit the following account of the two systems of bacterial purification, viz., the septic tank and the open bacteria bed systems.

The septic tank system, which is a tank, or series of tanks, preferably covered, is a process of removing most of the suspended organic matter and some which is in solution, and giving an effluent, which, although not chemically pure, is inoffensive to the sight or smell, and is pure enough to be turned into large streams or bodies of pure water without doing any appreciable harm. This system differs from the other processes in that it attempts to bring an entirely new and different class of bacteria into operation—the anaerobic. These bacteria thrive in the absence of oxygen and are the organisms that cause putrefaction. The operation consists in running the sewage steadily into a closed, darkened chamber, where it is acted upon by anaerobic bacteria, and the effluent is drawn off at the surface. The sludge produced is estimated at only about one-seventh of that produced by chemical precipitation. This effluent may again be treated by passing through sand filters, where aerobic bacteria are present, which gives, of course, a much purer effluent. The annual cost of operation is much less than with chemical precipitation.

The other system consists in passing the sewage first through a screen, extracting the coarser particles, paper, etc., and then allowing it to stand for a few hours on a coarser filter bed or tank, open to air and light, where it is acted upon by aerobic bacteria, which thrive in the presence of air and light, and the greater portion of the organic matter is removed or changed into harmless compounds. From the coarser beds the sewage is again turned into finer beds. The unsatisfactory point not yet fully demonstrated, is that the beds may have a tendency to gradually get choked and thereby become less efficient. The effluent appears to be and is purer than that of the septic tank alone, and equal to that from a septic tank and single bacteria bed combined, but the process requires considerably more land.

For the information of the Committee, it may be advisable to give some particulars regarding bacteria, and the works they perform, which are taken from the "Surveyor" of February 16th, 1900, and the "Engineering Magazine" of September, 1898.

*From "Surveyor," February 16th, 1900.*

"Bacteria are minute forms of vegetable life. Anaerobic live without air, that is without free oxygen aerobic existing with free oxygen. Exposure to air kills the anaerobes and all bacteria are destroyed if allowed to remain too long in contact with their own products. In the absence of water, or at least moisture,

they are unable to multiply, and remain dormant. The work bacteria do in the purification of sewage is to oxidize the foul matters, of which it is partly composed. To effect thorough purification three separate processes are needed, viz.,

- " 1. Anaerobic.
- " 2. Partly anaerobic and partly aerobic.
- " 3. Aerobic.

" The systems in use can be divided into two classes, the first of which has as its object the destruction of the impurities by aerobic organisms, while the second consists of a primary decomposition by anaerobes, and a secondary purification by aerobic action. Bacteria systems have this strong recommendation, that they produce a minimum of sludge. Where screens are used there is a certain amount of matter retained, which must be taken away, but this state of things prevailed before. The residue from micro-organic treatment is inoffensive and may be termed "burnt-out ash." It accumulates very slowly and its occasional removal is neither a source of great expense nor nuisance. This, however, is but a secondary point as compared with the quality of the effluent produced. It is only by bacterial treatment that water can be effectively freed from its unnatural burden—sewage. The effluent from any well-considered and properly-executed scheme, is pure enough to be discharged into a stream without any risk whatever of subsequent putrefaction or injury to fish, flesh or fowl. The annual cost is, with automatic gear, a nominal amount."

*From "Engineering Magazine," September, 1898.*

"The purification of sewage is, therefore, a process of destruction of this organic matter by means of bacteria, and, finally, of the bacteria themselves from inanition. It necessitates their cultivation and a provision of the most suitable conditions for their life and propagation, until the organic matter shall be converted and the conditions of their existence shall cease. If we think of fermentation, and its cause and effect, we get an idea of the process. The aerobies do their best work when the sewage is exposed to the air. The anaerobies do their best work when air is excluded. A further condition of active life is the warm temperature of the sewage. Although freezing temperature will reduce the activity of the bacteria, it does not destroy all of them. The aerobic process, when applied to organic matter, in suspension, is slower than the anaerobic process. The practical application hereof is the fact that putrefaction hastens the destruction of solid organic matter by converting it into liquids, while oxidation hastens the destruction of liquid organic matter by converting it into soluble mineral matter. So far as concomitant effects are concerned, putrefaction causes offensive odours, while the effects of oxidation are imperceptible to the senses. In the chemical precipitation of solid particles the principal chemicals used were milk of lime and salts of iron, the precipitated matter forming a sludge on the bottom of the settling tanks and at intervals had to be taken out, freed from most of its water in filter presses and then removed. This process removed about one-half of the total organic matter and the purification of the remaining clarified liquid is accomplished by the aerobic bacterial process."

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*From "Engineering Record," October 8th, 1898. Paper by Dibdin & Thudichum.*

"**NATURE OF BED MATERIAL.**—Many experiments have been made with a view to ascertaining the best material with which to construct bacteria beds. It is clear that in many cases the local conditions would render the use of one or other special substance very advantageous from the point of view of original cost of installation. The general experience of the authors is that coarse broken coke or burnt ballast indifferently may be used for the first treatment by coarse-grained beds, while for the fine-grained beds the best material is undoubtedly coke or pan breeze or cinder.

"**DEPTH OF BED.**—With regard to this point, it is difficult to speak with any certainty. Experience in working on a large scale, has led the authors to believe that the maximum limit of depth for the best results to be obtained is about 3 feet 6 inches. It has often worked well at a depth of 4 to 5 feet, but the alteration of a bed from  $3\frac{1}{2}$  to 5 feet was accomplished by a small reduction in the quality of the effluent produced."

*From "Engineering," December 9th, 1898.*

"There is one precaution to be taken with coarse bacteria beds which is of less necessity with the septic tank. The sand and road detritus must be trapped, or else it will fill the interstices and stop the action. This is done by passing the sewage through depositing tanks ; but there is the chance that the organic matter in suspension may be deposited too, and a sludge produced. As it is the great merit of the bacterial system that it avoids the production of sludge—a matter which can neither be sold nor given away, nor safely allowed to accumulate—there is always the risk of the coarse bed being gradually reduced in capacity by accretion. In the septic tank the intrusion of a little sand is of no practical importance. With reasonable care it will be years before it needs to be removed, and even then the process is quite simple and cheap. There is also no necessity to strain out rags, paper and the like. They will all disappear."

*From "Engineering Record" October 8th, 1898.*

"Judging from the experience gained in the Massachusetts trials and at Barking, Sutton and Exeter, it does not appear that there is danger of the temperature of bacteria beds in this country falling to a point sufficiently low to destroy the vitality of the organisms. Thus, in the case of Massachusetts, although there was ice over the surface of the filters during a considerable period, yet a good effluent was constantly produced. At Barking, during the severe frost of February, 1895, similar results were obtained, the filter continuing its work, although for six weeks it was covered with a sheet of ice. In this connection it will be well to point out a great danger that may arise from too careful distribution of the sewage over the surface of a bed. In such a case the incoming sewage itself may be frozen and fail to penetrate the bed at all, as was actually the case with an experimental filter on another plan at Sutton, even during the extremely mild winter of 1897 and 1898."

*From "Surveyor," February 23rd, 1900.*

"The report of the invaluable Manchester experiments, the results of bacterial treatment at Barking and Crossness, and the undoubted success of the

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installations on various systems now at work throughout the United Kingdom and abroad, warrant the inference that bacterial treatment is universally applicable. Not only is the cost less, but the results are far superior to any obtained by the use of chemicals, and the sludge difficulty does not arise.

"Different systems of sewage disposal have come into prominence and again receded from our view, because the working of nature, the one abiding condition, has been disregarded. Sewage farms had too much work given them to do, and as an inevitable result were incapacitated from doing it properly by reason of 'sewage sickness.' Chemical precipitation, tried to stop putrefaction or decay, was followed by 'secondary decomposition' in the effluent, and brought us face to face with a further difficulty, 'sludge.' Bacterial treatment is an application of the methods which observers have seen nature make use of, and I trust that in years to come it will not be said that those who advocated its adoption were unduly optimistic, but that they advised the use of the only efficient and economical process of sewage disposal."

Extracts from a paper read before the Engineers' Club, of Philadelphia, by Mr. W. Easby, Jr., on the results of bacterial treatment of sewage :

"The permanency of contact beds has been very fully investigated, particularly at Manchester, for it has been recognized that the value of this system will be small if the accumulation of sludge in the interstices of the bed cannot be prevented. The original capacity of all contact beds decreases quickly at first, from the formation of the bacterial film, which surrounds the pieces of bed material and progresses more or less rapidly thereafter, depending on the quantity and nature of the solid matter reaching the beds, and the method of operation. A long period of aeration does not restore contact beds to their original capacity, and in some instances has affected them very little. Data showing the relation between the kind and grade of bed material employed in different installations, and the degree of purification effected, are often not comparable, because other conditions influencing purification are at the same time variable, and the same difficulty is encountered in comparing most of the data relating to these new bacterial systems."

"The experience with coarse beds, at Crossness, shows most conclusively that sewage containing sand and street detritus, generally will produce permanent internal clogging in coarse beds, at such a rate as to render their use much too short for economy. It has been found that new contact beds must be matured by a quite limited application of sewage at first, and with a gradual increase up to their normal capacity, a process occupying several weeks."

*From "Surveyor," March 2nd, 1900.*

"Early in his paper, Mr. Stobie says, without any qualification, 'bacterial systems have this strong recommendation, that they produce no sludge,' although he admits that, except in the case of the septic tank system, screening is resorted to. Again, in the final conclusions and recommendations of the report, it is stated that 'in order that a bacteria bed may exercise its full powers of purification, it is necessary, among other things, that the sewage applied to it should, as far as possible, be free from suspended matters.' This is a very different conclusion

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from that arrived at by those experts who claim that coarse bacteria beds can deal efficiently and economically with crude sewage."

*From "Surveyor," February 16th, 1900.*

In an exhaustive report by Dr. Clowes, Chemist, and Dr. Houston, Bacteriologist, on the bacterial treatment of the sewage of Barking and Crossness (the outfall for the sewage of London north and south of the Thames, respectively) published last October, Dr. Clowes states that the points of advantage of bacterial over chemical treatment are :

"1. It requires no chemicals.

"2. It produces no offensive sludge, but only a deposit of sand or vegetable tissue, which is free from odor.

"3. Removes the whole of the suspended matter, instead of only about 80 per cent. thereof.

"4. It effects the removal of 51.3 per cent. of the dissolved oxidisable and putrescible matter, as compared with only 17 per cent. removed by chemical treatment.

"5. Resultant liquid or effluent is entirely free from objectionable smell, and does not become foul when it is kept. It further maintains the life of fish."

*From "Engineering Record," October 28, 1899.*

"The general conclusions drawn by Dr. Clowes, from the results of these experiments, are that neither on chemical nor possibly on bacteriological grounds, can any serious objections be raised to the introduction of the effluent from the coke bed into a portion of the River Thames, which is cut off by locks from the intakes of the water companies, and the water from which is not employed for drinking purposes. The effluent certainly will not cause any deposit on the river beds, and will even tend to render the turbid water of the lower river more clear and transparent. At the same time, the liquid discharged from the outfall into the river, will be sweet and entirely free from odor. Furthermore ; it will carry into the river the bacteria necessary for completing its own purification in contact with the aerated river water, and under no condition can it therefore become foul, after it has mingled with the stream. The effluent will in no way interfere with fish life in the stream."

*Experiments with the Filtration of Crude Sewage through Coke at the Crossness Outfall of the Sewerage System of London. (From "Engineering News," March 8th, 1900.)*

"The coke used is from gas works, about the size of chestnuts. The beds are filled to the surface with sewage, which is then allowed to remain for some hours in contact with the coke and entrained air, after which the effluent is drained off and the beds are given a rest. It was found that the surface of each piece of coke had, in course of time, become covered with a soft matter, consisting largely of chaff, straw and woody fibre. As this deposit on the coke increased, the sewage capacity of the coke bed decreased. A series of gaugings of capacity of the 13-ft.

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coke bed, showed that the decrease of capacity was proceeding at the rate of one per cent. of the original capacity per week. As this threatened a short life to each coke bed when it was dealing with raw sewage, experiments have been undertaken with a view of preventing, or at any rate considerably retarding, the choking of the coke bed."

*From "Surveyor," February 16th, 1900.*

"The septic tank system is so called because the purification of the sewage is begun by a process of putrefaction. The products of this first stage are passed on to fine filters, where oxidation takes place. The filtering material is broken clinker or coke from  $\frac{1}{8}$  to  $\frac{1}{2}$  inch in size. Under this system no screening is done. All the solids, other than road grit, enter into the tank and are there liquified or turned into gas, by anaerobic action. There is, however, no smell from untreated sewage. The final effluent is bright and without smell."

*From "Surveyor," January 20th, 1899.*

"There is probably no department of Municipal Engineering which has been marked with such an interesting development and been characterized by such a departure from the old methods hitherto in vogue, as in that relating to sewage disposal. Experiments had shown that the purification of sewage was not dependent so much on chemical and mechanical agencies, as on bacterial agency, and these experiments had been conducted both in America and England, almost simultaneously. The discovery was looked upon with some amount of incredulity, and the proposal that sewage could be purified without the aid of chemicals and land, was not generally accepted by Sewerage Engineers. Inasmuch, however, as at Exeter, where the bacteria, or as it is otherwise termed, the biological, purification of sewage was shown to be successfully effected by means of the septic tank, the effluent being passed over fine filters; at Sutton, Surrey, where by means of two filters, termed a coarse-grained and fine-grained filter, the sewage was with equal success purified by biological agency, and at Hendon, where the crude sewage was treated by means of one artificial filter only, on a small scale, the results appear to be in each case uniformly good. Sewerage Engineers quickly became cognizant of these results, and after close investigation accepted them. It was only, however, during the past year that there was any general adherence to the new methods. Now it appears that among Sewerage Engineers generally throughout the country, it is almost unanimously agreed that a great step forward has been made in the hitherto difficult problem of sewage disposal and purification; that the biological purification of sewage has lessened both the difficulties and the cost of treatment, and that it has become practicable to purify the sewage of every township without unduly burdening the ratepaying community with the purchase of land and with the cost of chemicals, in endeavoring to promote precipitation and treat manufacturing sewage. As a consequence, we have seen that during the past year nearly all new sewage schemes have embodied one or the other of the biological systems of purification and just at the close of the year the Corporations of Manchester and Leeds gave some particulars of the experiments they have been conducting, the results showing that the sewage of these manufacturing towns can be successfully and efficiently purified by biological methods."

It may be of interest to the Committee to give an account of the bacterial treatment of sewage at Sutton, which was one of the first towns to adopt the bacteriological system. This account is by Mr. C. Chambers Smith, Town Engineer of Sutton, and is taken from the "Surveyor" for November 10th, 1899, and from "Engineering Magazine," for September, 1898.

*Sutton Experiments. From "Surveyor," November 10th, 1899.*

"Sewage disposal works were constructed in 1891 and 1893, and comprise an area of twenty-eight acres, eighteen acres only of which, however, are capable of irrigation. The works were originally designed for chemical precipitation and broad irrigation. Up to November, 1896, the whole of the sewage was treated by chemicals.

"It is a serious reflection that within a period of two years from the inauguration of chemical precipitation and broad irrigation, which had been approved of by the Local Government Board, that the local board found themselves in the position of being unable to satisfy the requirements of the conservators of the River Thames. The sludge resulting from chemical precipitation was pressed into cake. There was no demand for this material and the nuisance which it created was highly offensive.

"In November, 1896, at Mr. Dibdin's suggestion, they constructed the first bacteria bed for the treatment of crude sewage, in England, a system which has been attended with remarkable success, and revolutionized the methods of sewage purification. After the installation of these works, representatives and deputations from different cities flocked week by week to view the works. As an evidence of this notoriety it may be observed that during the year of 1898, there were not less than three hundred and five deputations or representatives, to inspect the system. Among these were representatives from Australia, South America, New Zealand, United States, Germany, France, Belgium, Austria, Egypt, India, etc. These numerous deputations were a striking evidence as to the common and universal difficulty under which local authorities are laboring in regard to the vexed question of sewage disposal. No system of sewage treatment, it has been well observed, has ever met with such favor as the bacterial system, and as simplicity of design and working, smallness of cost and high efficiency are its great features, it has been adopted by other authorities to a great extent.

"All the experiments with bacteria beds show that the object for which they are intended, viz., to abolish sludge, has been realized, and that sewage can be purified without chemicals, at a small cost, being little more than that incurred by the labor in attending to or supervising the filling and discharging of the filters, and that sewage purification may be carried on with little or no nuisance.

"The cost of treatment by chemical precipitation and broad irrigation is also greatly in excess of the bacterial system. The cost of treating the sewage and working the farm, for the years ending March 31st, 1895 and March 31st, 1899, was as follows: In the first mentioned year, the system consisted of chemical treatment and broad irrigation. The expenditure on disposal and purification was about \$6,000, the receipts amounting to about \$600, giving a net cost of treatment about \$5,400. The average cost per million gallons about \$63. During the

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year ending March 31st, 1899, the system was the biological treatment. The expenditure totalled \$5,000, the receipts from the farm being \$2,000, net cost about \$3,000, average cost per million gallons about \$16.00."

*From "Engineering Magazine," Sept. 1898.—Paper by Mr. Rudolph Hering, C. E.*

"The population of the district draining into the present works is about 13,000. When the bacterial system was first introduced, one of the precipitation tanks was used for the process. It had an area of about 183 square yards. The tank was filled with so-called ballast, consisting of broken-up, burnt clay. The average depth of this material in the filter was about 3 feet, 6 inches. The filter can hold 13,500 gallons, the proportion being approximately one-third sewage and two-thirds ballast. The flow of sewage per square yard is 186 gallons per day and per cubic yard of material 139 gallons per day. At that rate the daily quantity of sewage per acre would be about 900,000 gallons. An automatic rotary screen is used to intercept the floating paper, etc., before the sewage is applied to the tanks. The bacteria tank is reported to have been in daily work since November 21st, 1896, treating, on an average, 30,000 gallons per day. The tank is charged twice, or sometimes three times per day, after passing the sewage through screens to intercept the larger pieces of floating matter. The time occupied in filling is about three-quarters of an hour. Care is taken to prevent the sewage from reaching the surface by stopping the flow as soon as the sewage level rises to within a few inches of the top of the bed; thus light is excluded. The tank is then allowed to remain charged for about two hours, during which time the anaerobes have their opportunity to work, after which the valve is opened and the 'fermenting' sewage flows out. The time occupied in emptying is about one hour and a quarter. The tank is then allowed a rest of two hours when the aerobic bacteria are supposed to do their share of the work, after which it is again charged, the cycle occupying six hours. The total quantity of sewage treated in this manner up to March 31st, 1898, is given as 16,600,000 gallons. Mr. Dibdin estimates that in the tank 57.25 grains of the original 60 grains of suspended matter, per gallon, had been absorbed, equalling 603 tons of sludge.

"A sufficient number of tanks will be added to treat the entire sewage flow of the town. After the sewage has been passed through these coarse-grained bacteria tanks, it is passed through fine-grained tanks or filters. The fine-grained filters are composed of various materials, coke breeze, sand, gravel, and burnt ballast, the grains of the latter not exceeding  $\frac{3}{8}$  of an inch in diameter. The reduction of the oxidisable matters in solution is reported by Mr. Dibdin to be from 4.54 to 1.67 grains per imperial gallon in the bacteria tank, or coarse filter, and finally to about 0.64 grain in the fine filters, showing an average reduction of about 63 per cent. by the coarse, and a further reduction of 22 per cent. by the fine filters, or 85 per cent. in all. The nitrogenous organic matter, as indicated by the albuminoid ammonia, was in like manner reduced 58.45 per cent. in the coarse, and 20.09 per cent. in the fine filters, or 78.54 percent. in all. The matters in suspension in the crude sewage are reduced from 60.03 to 2.78 grains per imperial gallon in the coarse filter and still further to 0.725 grains per gallon in the filtrate issuing from the fine coke breeze filter. The difficulties which may be expected in the Sutton Process, lie in the possible gradual filling up of the filters

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with slowly-oxidisable, vegetable matter, not strained out by the screens. It is difficult to operate economically a strainer fine enough to keep out fibrous vegetable material. A plant similar to the one in Sutton has been operated at Leeds, and there it has been found that the sludging up of the beds was one of the chief difficulties. It was also found that, after a fortnight's rest of a filter, the flow was materially increased."

*Exeter System Septic Tank. From "Engineering Record," June 11th, 1898.*

"The sewage from about 2,000 inhabitants has been dealt with continuously for nearly eighteen months. They have recently installed additional works, and provision has been made for a population of about 46,000. The sewage flows to the disposal works, which consist of six tanks, each 35 feet by 181 feet by 7 feet, having a total capacity of 262,422 cubic feet. The tanks are so arranged as to be used either singly or in series. When the outfall sewer is running full bore, contents will be changed in  $7\frac{1}{2}$  hours, the effluent passes over aerating weirs to filters, which will deal with a quantity of sewage equal to twice the daily flow from the prospective population, and with storm water up to  $1\frac{1}{2}$  times the volume of the sewage. The filters are eight in number and have a total area of  $2\frac{1}{2}$  acres or 13,613 feet each and 4 feet deep, with a working capacity of 2,500,000 gallons per day."

*Leicester Bacterial Experiments.*

Mr. Mawbey, Borough Engineer of Leicester, has recently issued a very valuable report upon the result of the experiments carried on under his direction, which extended over thirteen and a half months. The following is a short description of the experimental works, taken from Mr. Mawbey's report :

"The works constructed for these experiments comprise a brick and concrete channel and weir chamber for delivering and measuring the crude sewage. A detritus tank constructed in brick work and concrete, having a total water capacity of 18,681 gallons. A second tank constructed in brick work and concrete, and having a total water capacity of 125,962 gallons. This open tank, after a series of experiments, was converted into a closed septic tank.

"Beds.—Four clarifying bacteria beds, having an average working depth of 4 feet 6 inches of material, and a total clinker and water capacity of 740 cubic yards. These beds are constructed with earth work and clay puddle, but with brick work in cement division walks. On the earth floors of the beds are laid 6-in. land tile drains, with 4-in. branch tile drains laid diagonally. The filtering material is crushed and screened clinkers from the Refuse Destructors. A short distance below the clarifying beds, there was also constructed two second and third contact, or fine bacteria beds."

*From "Surveyor," May 18th, 1900.*

"It is noteworthy that in all these processes the sewage was first passed through the detritus tank, and that Mr. Mawbey emphatically disagrees with those who have argued that this is unnecessary, and has always contended that it is indispensable for large towns at all events, a contention which is supported by the results of experiments at Leeds and elsewhere."

*From "Surveyor," May 4th, 1900.*

The "Surveyor," in the summing up of Mr. Mawbey's report, says :

"There is considerable divergence of opinion, for example, as to whether the new methods can cope effectively with trade refuse, can apply to large towns as well as to small, and can effect such a degree of purification as will admit of subsequent treatment on land being dispensed with. There is also the question of the innumerable variations that may be employed in the construction and working of the filter beds and the relative efficiency of the different methods. It may at once be stated that Mr. Mawbey was not in search of a method of purification that would entirely displace the land treatment now in operation, and he is still far from recommending such a course, which, indeed, never seems to have been seriously entertained."

"The importance attaching to bacterial methods, is largely due to the expectation that they will enable land to be dispensed with altogether, by producing an effluent which shall reach such a standard that it can safely be turned into a water course. In other words, it is hoped that bacterial treatment will more particularly prove the salvation of those places where the necessary land can either not be acquired at all, or only at a prohibitive cost."

*Sewage Disposal at Leeds. (From "Surveyor," September 15th, 1899.)*

"In 1897 the Council decided to spend \$150,000 in increasing the area of the settlement tanks, and in September an additional sum of \$25,000 was granted for the extension of the experimental sewage purification works. They are now treating their sewage by chemical precipitation and are obtaining about 300 tons of sludge per day. It has become a serious question as to what is to be done with the sludge. The experimental beds which they had constructed, gave purification of from 85 to 92 per cent. They had also experimented with the septic tank system. The best results gave purification amounting to 90 per cent. The works at Knostrop were quite a school of sewage treatment. The Royal Commission had a chemical expert on the spot and another expert was working in a bacteriological laboratory there, under Prof. Boyce. All this being in addition to the City Engineer's observations in the Corporation Laboratory. They were no doubt aware that a mixed sewage, like that of Leeds, was more difficult to treat than a plain domestic sewage.

*From "Engineering Record," July 29th, 1899.*

"The experience gained shows that 400,000 imperial gallons per day can be dealt with on one-half acre of coarse bed and one-half acre of fine bed, or one acre per day in all, after the grit has been removed in a settling tank, and the grosser solids—paper, fibre, etc.—screened off. This gave a minimum of 50 acres of beds for 20,000,000 imperial gallons; but in order to have spare beds, it is recommended to have 70 or 80 acres, or say 4 acres per 1,000,000 gallons. Leeds, under the old system, would have to deal with 300 tons of sludge per day, or say 100,000 tons per annum."

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*Manchester Sewage Disposal. (From "Engineering Record," July 29th, 1899.)*  
*Dr. Rideal's Lecture.*

"The Local Government Board held an enquiry last year, with reference to the application of the City Corporation to borrow \$800,000 for the purpose of sewerage and sewage disposal. It was explained that Manchester had tried filtration by land and chemical treatment, but neither of these had been satisfactory. Eleven tanks had now been constructed at Davyhulme, each 300 feet long by 100 feet wide and 6 feet deep, with a united capacity of 12 to 15 million imperial gallons, equal to half a day's dry weather flow. The population of Manchester was 520,000, and was increasing at the rate of 4,700 per annum. The tanks were originally used as chemical filters, the treatment and removal of sludge costing about \$85,000 per year, the chemicals alone reaching about \$450 per week. It was proposed to utilize these tanks for settling the raw sewage, which would subsequently pass through sixty acres of double contact beds, filled with coke breeze. An effluent would then be introduced without the use of land. It is also stated that if the 'double contact' did not suffice, they would employ a 'third contact.'"

*From "Surveyor," November 10th, 1899.*

"The conclusions and recommendations of the experts appointed to investigate the Manchester System, are as follows :

"That the bacterial system is the system best adapted for the purification of the sewage of Manchester.

"That any doubts which may have arisen in the first instance, as to its suitability, owing to the presence in Manchester sewage of much manufacturing refuse, have, through the convincing results of our experimental enquiry, been entirely banished. The results obtained have altogether exceeded our expectations, as to the possibility of purifying a manufacturing sewage, inasmuch as it was previously a matter of common belief that in such a liquid only a most insignificant amount of nitrification could be induced.

"That inasmuch as a bacterial contact bed can only effect a definite amount of purification in a single contact, it becomes necessary, in order to carry the purification beyond this limit, to apply the effluent to a second bed, in which again a further definite amount of purification can be effected. Hence, for obtaining a high degree of efficiency in the bacterial purification of sewage, a system of multiple contact is generally necessary. Thus it may be taken broadly that in the first contact fifty per cent. of the dissolved impurity is removed, and that in the second contact fifty per cent. of the impurity still remaining in the effluent is disposed of, and so on.

"In order that a bacterial contact bed may exercise its full powers of purification, it is necessary (a) That it should be allowed sufficiently frequent and prolonged periods of rest; (b) that the sewage applied to it should, as far as possible, be free from suspended matters; (c) That the sewage applied to should be of as uniform a character as possible.

"The above conditions are secured by passing the sewage, as it arrives at the works, through an adequate system of screens, catchpits and tanks.

"The capacity of bacterial contact beds has been found to remain practically constant, after they have been in operation for a period of three months.

"With regard to the amount of sewage which can be purified by a given bed, without the latter being overtaxed, our prolonged experimental enquiry has shown that each bed may safely receive four fillings in the twenty-four hours, provided the sewage has undergone the preliminary subsidence and septic preparation in tanks, and that the bed is recorded about one day's rest in every week. In the event of a bed having been unduly taxed, its efficiency is only temporarily impaired, and can be restored by a few days' repose.

"Our experiments show that the bacterial system of treatment is efficacious at all seasons of the year, the temperature of the sewage being sufficient both to prevent any stoppage of the beds, by the formation of ice, and also to maintain the necessary activity of the bacteria, even in the coldest weather.

"Finally, we may state our confident opinion that with the system of bacteriological treatment of the sewage of Manchester, set forth above, an effluent will be produced which will not only conform with the Mersey and Irwell standard, but which will also materially improve the condition of the Ship Canal. Furthermore, as this system does away entirely with the use of chemicals, and at the same time, to a very large extent, reduces the volume of the sludge to be dealt with, it is obvious that much of the present expense will be saved by its adoption, and this saving may be taken as a material set-off against the cost of the construction of the proposed works."

*From "Engineering Record," July 29th, 1899.*

"In December, 1897, a Sub-Committee of the Manchester City Council visited representative sewage works at Barking, Friern, Barnet, Sutton, Oldham, Swinton, Chorley, Glasgow, Salford, Hendon and Accrington. The conclusions of the Committee are shortly :

"1. That filtration by land is altogether impracticable.

"2. That no practicable system of precipitation by chemicals alone, has been laid before them which will meet the requirements of the Mersey and Irwell Joint Committee.

"3. That the method most reasonably practicable and available, is the biological filter or bacteria bed, such as may be seen in operation at many of the places visited."

*Sheffield Sewage Disposal. (From "Engineering Record," 9th June, 1900.)*

"Experiments were begun with the bacterial method in 1897, the sewage at present being treated by chemicals. The population contributing to the works is estimated at 350,000, the average daily flow being about 20,800,000 gallons. An important point in connection with disposal by lime precipitation, is the production of large quantities of sludge. It was anticipated that farmers would be willing to use this as a manure, but these anticipations were not realized, and there has been an accumulation amounting to hundreds of thousands of tons.

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"The total sum expended on sludge removal, from 1892 to 1899, was over \$200,000, the amount moved being about 360,000 tons. The present production is 1,200 or 1,300 tons per week. This is dumped on land purchased for the purpose. The experiments with the bacterial system have so far been successful. The cost of the six filters was about \$15,000, including about \$7,500 for coke. Chemically, the working of the beds has been quite satisfactory, the standard of purification having remained uniformly good, and up to the time of the report there has been no sludge to deal with.

"During his investigations, Mr. Wike, City Surveyor, visited most of the important sewage farms in England, and considered very few of them successes, either from a financial or a practical point of view. The only farm which treats a quantity of sewage equal to or greater than that of Sheffield, is at Birmingham, where the daily flow is about 27,600,000 gallons. Up to 1897 the area of the farm was 1,240 acres, but in that year authority was obtained for the purchase of an additional 1,200 acres. The system is not one of pure irrigation, as the sewage is first treated with lime, which aids precipitation and neutralizes the acids. According to a report made in September, 1898, the accumulation of sludge during the year covered by the report, was 326,600 cubic yards. The working expenses for the year were about \$218,000, and the income from crops, etc., was about \$115,000, leaving a balance of expenses over receipts, of about \$103,000. To this must be added \$102,000 for interest, etc., making a total cost of about \$205,000. At the time of the report the total capital expended was about \$2,135,000. A further expenditure of \$2,000,000 was in view, and it has since been stated that the sum expended or authorized, exceeded \$5,000,000.

"Referring to the septic tank, Mr. Wike thought that although the septic tank appears to answer its purpose for a small population, it would be an exceedingly costly system, if applied to so large a volume of sewage as that of Sheffield. The only course remaining, was the extension of the biological filter-beds to treat the sewage of the whole city and this project was recommended by Mr. Wike, and adopted by the City Council. The adopted project consists in laying out about 70 acres of land in the vicinity of the present works, as filter-beds.

"A preliminary estimate of the cost of the 70 acres of land, alterations to the present tanks and works and the construction of filtering beds, amounts to about \$570,000, exclusive of filtering material, or any provision for the treatment of storm water. If coke is used for the beds, the estimated cost is \$590,000 in addition to the above figures, making a total of \$1,160,000. The annual cost of working the filters is estimated at \$35,000, and the annual expense, including interest on the cost at 3 per cent. and a sinking fund at 3 per cent., based on repaying in fifty years, is given as \$80,000."

*The International System of Bacterial Sewage Treatment. (From "Engineering Record," April 7th, 1900.)*

"Two plants have recently been installed at Southwold and Reigate, and were constructed by the International Purification Syndicate, London. For the aerobic, or oxidizing beds, polarite is used, and a revolving carrier for the distribution of the liquid over the surface of these tanks. At Southwold, the plant com-

prises an open septic tank, an anaerobic and a final aerobic bed, the latter containing the polarite. The effluent from the anaerobic bed is sprayed over the aerobic bed by a Candy-Caink revolving sprinkler. The purpose of this sprinkler is to prevent the liquid from passing unequally through the large-grain porous material, thus avoiding stagnant sides or corners, or a rapid flow through a few channels in which little purification occurs. The results, as stated, are that the purification, from a bacteriological point of view, was ninety-seven times better than that obtained with the open septic tank. The Company holds that the great increase in the amount of dissolved oxygen in the effluent, is the result of the revolving sprinkler. This intermittent sprinkling produces a continual current of fresh air through the bed, the effluent being practically saturated with dissolved oxygen. On the other hand, with a contact bed, Drs. Kenwood and Butler find that the effluent contains practically no dissolved oxygen at all, which is only to be expected from a bed worked water-logged, even if rests are given between the working."

*From "Engineering Record," June 11th, 1898.*

"The various methods, based upon chemical precipitation and subsequent land treatment of the effluent, have given results which have seldom been satisfactory from an economic point of view, and which have often been disastrous from other causes, to such an extent that many authorities are now refraining from the erection of works on the old lines. The difficulties which have arisen have usually proved, on investigation, to be due either to the injudicious and extravagant use of chemicals, or to the unsuitability of the land acquired for the treatment of the effluent."

From information I have been able to gather, the following is a partial list of towns in England which have adopted the bacteriological system of sewage disposal : Exeter, Sutton, Oswestry, Yeovil, Carlisle, Bilston, Lichfield, Barrhead, Nuneaton, Southwold and Reigate. The following cities are now carrying out a very extensive and exhaustive series of experiments with this method of disposal : London, Manchester, Leeds, Sheffield, Leicester and Bradford, and the results in Manchester, Leeds, Sheffield and Leicester have been so satisfactory that it has been decided to adopt this system of disposal.

Although a large number of small towns have adopted this system of sewage disposal, it does not appear at present that any city, having a population as large as that of Toronto, has constructed works for the treatment of the whole of its sewage by this method, although Manchester, Leicester and Sheffield appear to have adopted the report of their Engineers and have decided to construct works to treat the whole of their sewage by the bacterial system, and it is evident that these Engineers would not have recommended this system of disposal, unless they were satisfied that the method proposed by them would solve the present difficulties existing in these cities.

In reading over the various reports upon this question, a number of which are evidently prepared by gentlemen who are very strong advocates of the biological treatment of sewage, there would appear to be no possible drawback to this system, but it is found, in studying the reports of a number of Sewerage Engineers,

who have gone carefully into the subject, that there are some matters in connection therewith which require careful consideration, as although the early exponents of the system especially emphasize the fact that the sludge problem is absolutely solved, yet from other sources this does not appear to be the case, there still being a certain amount of sludge to be dealt with.

There is also to be considered the question of the efficient working of the bacteria beds during our extremely cold weather. From information I have been able to gather, it is the opinion of most Engineers that no difficulty need be anticipated in this respect. From the results of the experiments carried out by the State Board of Health of Massachusetts, it was found that the beds worked almost equally as well in cold as in warm weather.

Referring, in conclusion, first, to the resolution moved in Council on the 12th June last, which the Committee forwarded to me to report upon, I can only reiterate the statement contained in my report to the Committee of May 4th last (see Appendix "A,") viz., that it would be inadvisable and impracticable to commence the construction of the intercepting sewers, until a method for the disposal of our sewage has been decided upon.

"The method of the final disposition of the sewage will probably very materially affect the grade and the location of the intercepting sewers. For example, if it were decided to adopt the bacteriological treatment, it might be economical to treat the sewage at two different stations, one situated at the west end, in the vicinity of the Old Fort, and the other at the eastern City limits. If this were done the character and size of the intercepting sewers would be entirely different from what they would be if the sewage were treated at one point; or if it were finally decided to adopt the land treatment of the sewage, this would also affect the location of the outfall.

It does not seem reasonable or desirable to submit a By-law to a vote of the ratepayers, involving an expenditure of probably two million dollars, unless a complete scheme for the disposal of our sewage is first prepared, showing the proposed location of the sewers, the method of disposal, the annual cost of operation, with complete details, which the ratepayers will no doubt, require to familiarize themselves with before they can vote intelligently upon the question. Under these circumstances, I think the Committee will agree with me, that it is advisable, before submitting a By-law to the people, to first decide upon a complete scheme of sewage disposal, rather than submit a By-law, based upon incomplete information, which would probably result in its overwhelming defeat.

Secondly, from the information contained in this report, it seems reasonable to assume that the Biological Treatment of sewage could be successfully operated in this City, but before finally deciding to adopt this method, there are several matters requiring careful consideration, and I am not at present prepared to recommend its adoption. Although I have ascertained the cost of the intercepting sewers, I am not able to give an estimate of the cost of the treatment of our sewage by the Bacterial method. Nor can this be done until it is finally determined which system will be the best suited for our needs, but the total cost would probably be about \$2,000,000.

It appears to me that if the City Council are desirous of having this matter submitted to the ratepayers, it will be necessary either to examine the different plants in operation in England, or to engage the services of an Engineer, who has had experience in the construction of similar works in cities in Europe.

Finally, I think the Committee will no doubt agree with me that it would be inadvisable to recommend the adoption of a system of sewage disposal, without further investigation.

Respectfully submitted.

C. H. RUST,  
*City Engineer.*

#### APPENDIX "A."

Toronto, May 4th, 1900.

*Mr. Alderman Lamb, Chairman Committee on Works:*

#### SEWAGE DISPOSAL.

DEAR SIR,—In reply to yours of the 26th April last, regarding the above matter, I beg to refer you to my two reports addressed to the City Council on this subject, dated October 12th, 1898, and November 3rd, 1899, copies of which I again submit.

Since the Report dated November 3rd, 1899, was prepared, some discussion has taken place as to the advisability of commencing the construction of the intercepting sewers, leaving the question of the final disposition of our sewage for future consideration. This I consider impossible and impracticable. It does not appear reasonable nor desirable to submit a By-law to the ratepayers, involving an expenditure of probably two million dollars, unless the city has first prepared a complete scheme, showing the lines of the proposed sewers, the methods of disposal, and the actual cost of the proposed undertaking.

I have been carefully studying the experiments, now being carried on in England in connection with the bacterial treatment of sewage, and the result so far appears satisfactory. So much so that Manchester, Sheffield and other towns have about decided to substitute this system in the place of chemical treatment. If, upon further investigation, it should be found advisable to adopt a somewhat similar system for Toronto, it should result in a large annual saving over the proposed chemical treatment, as outlined in my report dated October 12th, 1898, if the results are such as stated by the reports received from England.

In conclusion I am not prepared to recommend such a large expenditure, until I have had an opportunity of thoroughly investigating the possibilities of the bacteria system of sewage disposal, and I do not think the ratepayers would vote such a large amount of money, until they had the fullest information in connection with the proposed scheme, endorsed by Engineers of high ability, who have had actual experience in the carrying out of works of a similar magnitude, in cities of at least the size and importance of Toronto.

Yours respectfully,

C. H. RUST,  
*City Engineer.*

## RATES OF TAXATION IN LARGE CITIES.

EXTRACT FROM PAPER READ BY MR. HERRMANN, COMMISSIONER OF WATER WORKS, CINCINNATI, OHIO, BEFORE AM. SOC. OF MUNICIPAL IMPROVEMENTS, OCTOBER, 1898.

NAME OF CITY.	Present Taxable Valuation.	Total Tax Rate per \$1,000.	Percentage of True Value of Real Estate.	Amount Produced.	Valuation on a uniform basis of 75 per cent. of the true value of Real Estate	Rate necessary per \$1,000 to produce same amount of money.
*St. Paul, Minn....	\$ 93,000,000	21.40	40	\$ 1,990,200	\$ 161,687,500	12.31
Kansas City, Mo....	67,750,000	26.24	40	1,777,760	113,250,000	15.70
Cleveland, O.....	141,915,430	29.30	35	4,158,122	263,919,535	15.76
+St. Louis, Mo.....	353,988,510 {	20.50	60 to 66 $\frac{1}{2}$	6,584,186	409,821,885	16.07
Indianapolis, Ind....	121,000,470	17.30	70	2,093,308	126,819,078	16.51
San Francisco, Cal..	351,784,094	16.95	75	5,962,740	351,784,094	16.95
Boston, Mass.....	1,036,063,094	13.60	100	14,090,458	828,514,369	17.01
Chicago, Ill.....	232,026,610	96.50	11	22,390,567	1,306,254,420	17.14
Detroit, Mich.....	267,636,860	19.23	65 to 70	3,992,856	226,424,333	17.63
Philadelphia, Pa....	864,516,035	18.50	75	15,993,546	864,516,035	18.50
+Columbus, O.....	62,635,080	27.00	50	1,692,497	87,515,745	19.34
Newark, N.J.....	138,373,305	21.00	70	2,905,839	146,271,469	19.87
Milwaukee, Wis....	144,683,425	23.12	65	3,345,080	163,322,824	20.48
§Providence, R.I....	181,558,120	16.50	100	2,995,709	145,875,570	20.54
Denver, Col.....	73,101,485	31.00	50	2,266,146	109,652,227	20.67
Cincinnati, O.....	196,677,104	26.18	58	5,149,006	244,006,522	21.10
Rochester, N.Y.....	112,792,990	20.73	80	2,338,198	106,424,411	21.97
Buffalo, N. Y.....	245,674,630	23.54	70	5,783,180	262,133,595	22.06
Omaha, Neb.....	33,049,503	47.125	33 $\frac{1}{2}$	1,557,457	67,330,082	23.13
Albany, N.Y.....	68,276,895	20.00	90	1,365,537	58,482,120	23.35
Louisville, Ky.....	118,800,000	23.65	75	2,809,620	118,800,000	23.65
Toledo, O.....	50,500,000	33.20	50	1,676,600	69,500,000	24.12
Baltimore, Md.....	362,122,738	24.375	75	8,926,741	362,122,738	24.375
Nashville, Tenn....	35,399,390	24.50	75	867,285	35,399,390	24.50
New Orleans, La....	139,199,913	27.00	90	3,758,397	122,147,228	30.77
Pittsburg, Pa.....	267,764,072	23.65	100	6,332,620	201,298,625	31.46
Minneapolis, Minn..	109,654,337	25.00	100	2,741,358	86,705,851	31.62
Allegheny, Pa.....	75,500,000	24.95	100	1,883,725	56,625,000	33.27
Jersey City, N. J....	89,962,761	28.00	100	2,599,923	69,358,956	37.49
Toronto, Can.....	126,681,312	17.00	100	2,113,702	86,010,984	24.55

\* Does not include removal of ashes.

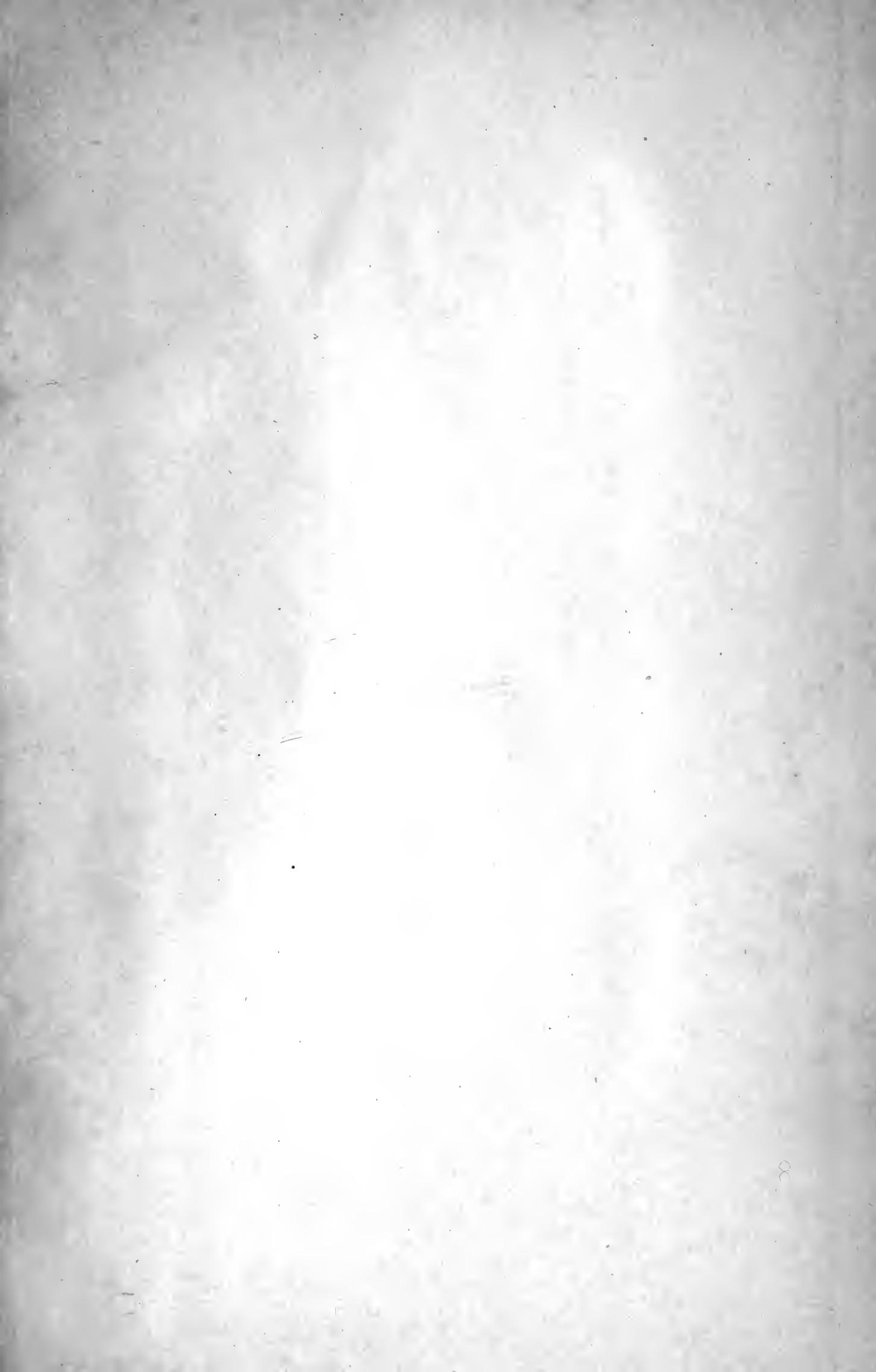
+ St. Louis maximum rate, \$20.50; minimum rate, \$16.70.

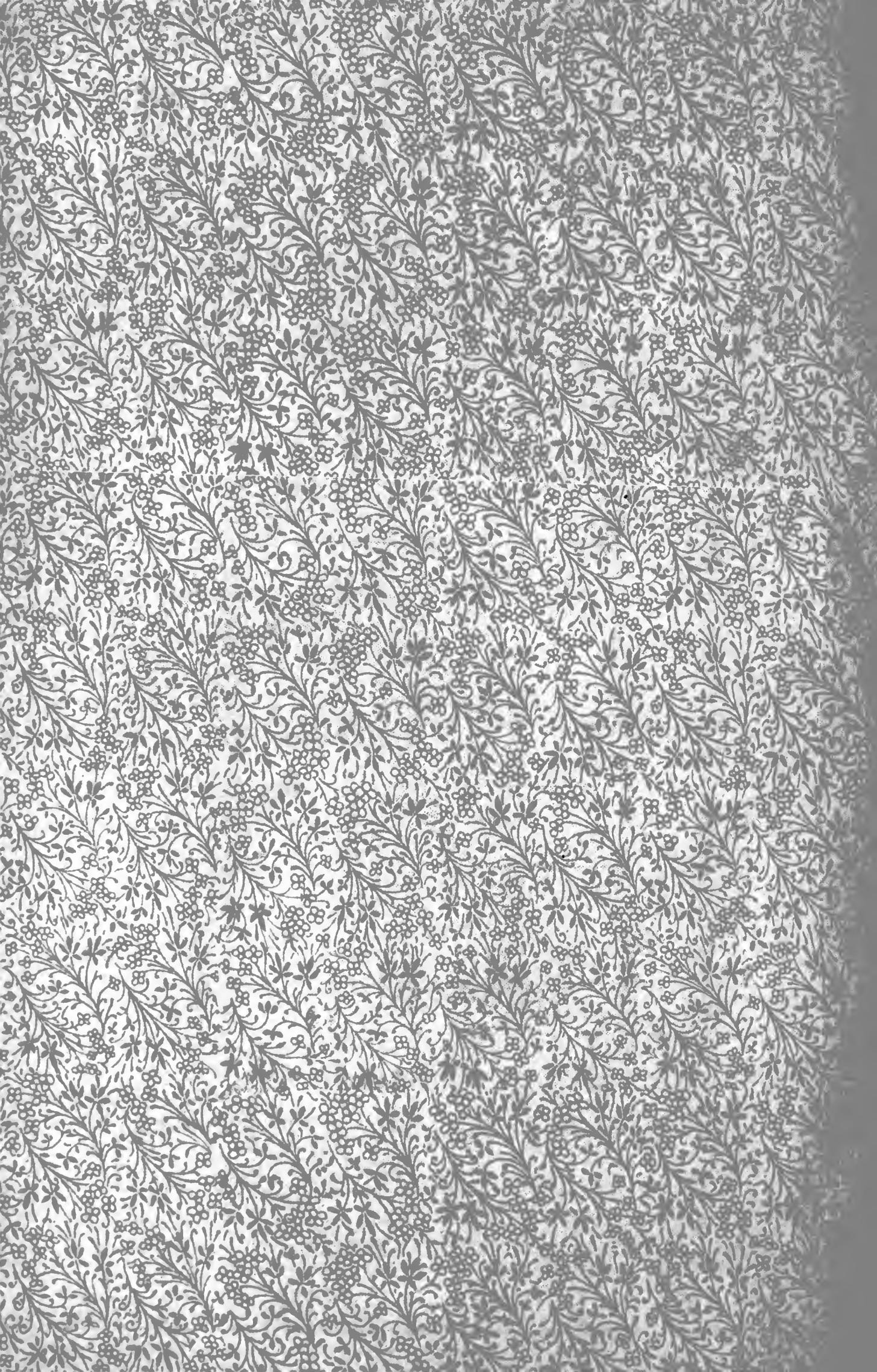
‡ Does not include cleaning of streets.

§ Does not include removal of ashes and garbage.

|| This includes \$12,000,000 personal property and income.







TA            Toronto. Dept. of Public  
27            Works  
T7A2          Report of the city  
1900          engineer

Physical  
Engineering  
Serials

Engineering

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